

MINUTES OF MEETING

UNION REPRESENTATIVES OF THE JOINT WESTERN AREA COMMITTEE

AND

REPRESENTATIVES OF LOCAL UNIONS

MONDAY, AUGUST 14, 1967, at 10:00 A.M.

MONTEREY ROOM OF THE SIR FRANCIS DRAKE HOTEL

SAN FRANCISCO, CALIFORNIA

The meeting was called to order at 10:00 a.m., Monday, August 14, 1967 by Verne Milton, Coordinator.

1. Roll Call of the Union members of the Joint Western Area Committee showed the following members present:

Robert Rampy	Art Trimble
Floyd Mendenhall	George King
Harry Bath	Bud Green
Lafe Case	Gene Shepherd

2. The Minutes of the meeting of the Union members of the Joint Western Area Committee and Local Union Representatives held on Monday, May 8, 1967 were approved as mailed.
3. In addition to those members of the committee listed above, the following representatives of Local Unions, etc., were present in the meeting.

Clyde Crosby - I. B. T.
Al Brundage - Attorney
Jess Arnold - Local 81
Charles Brenner - Local 208
Carl Burckel - Local 396
Bob Chaney - Local 222
Jack Crotty - S. C. JSC
Ed Dietrich - Local 208
Joe Davis - Local 315
Joe Foster - Local 87
Jerry Vercesi - Local 468
Roy Williams - I. B. T.
Howard Yeager - Local 150
Leonard Andrade - Local 224
Carl Brummett - Local 57
Ed Blackmarr - Local 208
Norman Clark - Local 542
W. D. Dyer - Local 224
Elgie Farris - Local 483
Herb Helmers - Local 357
Harry Kachadoorian - Local 431
Alex Maheras - Local 208
John Murnin - Local 85
Francis O'Riley - Local 439
Richard Sarmento - Local 70
B. W. Volkoff - Local 357
Weldon Wirt - Local 224
J. T. Williams - Local 208

Dan Flanigan - Local 85
A. J. Hardy - Local 439
Ted Kaufman - Local 70
Ben Kuttner - Local 334
Kenneth Later - Local 224
Alvin Molden - Local 17
Joe McBride - Local 186
Manuel Magan - Local 208
LeRoy Nunes - Local 70
W. B. Patton - Local 208
Ed Shapiro - Local 208
Clyde Yandell - Local 224
Ernie Hinchler - W. M. F. D.
Jack Alexander - Local 81
Gene Bedford - Local 692
Vern Cameron - Local 222
E. F. DeCosta - Local 70
Marvin Eggert - Local 231
Benny Greenfield - Local 17
Manny Joseph - Local 468
Fullmer Latter - Western Conference
Ted Merrill - Local 692
Chuck Mack - Local 70
H. Reynolds - Local 483
Gene Shepherd - Local 180
Frank Wilson - Local 467
Al Winters - Local 287

4. The following committees were then named by the Chairman for the hearing of cases on the Joint Agenda:

O.T.R. (MAIN) COMMITTEE:

Joseph Diviny - Chairman
Harry Bath
Verne Milton
Gene Shepherd
Fred Hofmann
George King
Floyd Mendenhall

Ernie Hinchey - Secretary
Manny Joseph - Sgt. at Arms

SUB-COMMITTEE ON LOCAL OPERATIONS:

Gerald Shearin
Bernard Volkoff
George Rohrer
Art Trimble
Bud Green
Elgie Farris

Ed Blackmarr - Secretary
Gene Bedford - Sgt. at Arms

CHANGE OF OPERATIONS COMMITTEE:

Bill Waggoner
Allen Griggs
L. N. Case
Robert Rampy - Chairman
Robert Shaw
Harry Kachadoorian

Jack Crotty - Secretary
Hugo Wagner - Sgt. at Arms

5. Fullmer Latter announced that Elgie Farris would replace Clarence Lott as representing Joint Council #67 on the JWAC.
6. The following Powers of Attorney were approved by the Western Master Freight Division:
- Camall Service - P & D - Concurrence from Local 208 - 7/10/67 - Approved WMFD - 7/28/67.
- Frank's Trucking - Jt. Council #7 - P & D - Concurrence from Local 70 - 7/28/67 - Approved WMFD - 8/7/67.
- Lori Transportation Company - Jt. Council #7 - P&D - Concurrence from Local 70 - 7/28/67 - Approved WMFD - 8/7/67.
7. The following requests for Standard Contract participation were approved by the Western Master Freight Division:
- Easterday's Trucking and Local 208 - National Master Freight Agreement and Western States Area Pick-up and Delivery Supplement.
- L & L Fast Freight and Local 150 - National Master Freight Agreement and Western States Area Over-The-Road and Western States Area Pick-up and Delivery Supplements.
- Madison Sand and Gravel Company and Local 150 - Eleven Western States Area Master Agreement.
- United Parcel Service and Local 856 - National Master Freight Agreement and Western States Area Office Employees Supplement.
8. The meeting adjourned at 11:30 a.m., Monday, August 14, 1967.

DECISIONS OF MULTI-CONFERENCE COMMITTEE
DALLAS, TEXAS -

JWAC Case #11-6-2625

T.I.M.E. FREIGHT, INC., and

CHANGE OF OPERATIONS

JUNE 2, 1967

Local 104	-	Phoenix, Arizona
Local 941	-	El Paso, Texas
Local 577	-	Amarillo, Texas
Local 886	-	Oklahoma City, Oklahoma
Local 180	-	Los Angeles, California
Local 224	-	Los Angeles, California

All freight moving past Oklahoma City from West Coast be given to sleepers on priority.

Post Bids and Bid Company seniority to fill positions on Oklahoma City Board. No new men be hired in Oklahoma City until all men from affected points be permitted to bid. Bids to be posted for 15 days - all successful bidders be moved. Local 886 will accept all the men from the Western Conference as stipulated by the Company and the Western Conference will send those people from the points designated and we have no objections to their sending them as they see fit, except we will not accept anymore than the prescribed amount.

The people domiciled in the Southwestern area will continue to be covered under the Modified Seniority they presently have and this will comply after the change is put into effect.

Pension will continue to be paid by T.I.M.E. Freight, Inc. on all transfers into the respective funds of which they are now being paid, until some arrangements can be worked out by the International as regards to the reciprocity of Pension plans involved between the various conferences.

All successful bidders on the new operation will be permitted to bid on sleepers only the first 6 months then after 6 months they will dovetail the Board for all purposes, including bidding on all runs posted for bid.

The 6 men in Oklahoma City will bid that they are desirous of this change.

Then all 38 transferees plus the 6 Oklahoma City men will be allowed to bid on all vacancies to the Phoenix and Los Angeles bid destination. This will be a total of 44 new seats to be awarded by seniority to the new transferees plus the 6 men in Oklahoma City that are already there.

HEALTH & WELFARE. The Trustee of the involved funds will attempt to work out full coverage of all involved transferees to insure no loss of benefits.

All Bidding from outlying terminals to Oklahoma City will be completed by midnight June 30, 1967 - successful bidders will be notified by the Company of date, time and place to report in Oklahoma City, but in no event earlier than July 15, 1967. In the event a second bid is required to fill the vacancies from the Western Conference not filled by the first bid, the second bid will be accomplished as soon as possible.

All successful bidders will have 30 days to return to his respective terminal without loss of seniority and the Company shall allow another driver to replace that person within a 15 day period.

All drivers brought into Oklahoma City by this change will have his personal expenses paid in Oklahoma City such as hotel room for the first 30 days, then the Company will bear all cost of moving these drivers as outlined in the 67-70 Agreement. All drivers allowed to make this change will be given 8¢ per mile personal travel expense to report for duty.

DECISIONS OF MULTI-CONFERENCE COMMITTEE - (Continued)

JWAC Case #11-6-2625

(Continued from Page #3)

All laid off employees in the Western Conference will have the opportunity to accept employment in Oklahoma City before any new hires are put to work, but in no event will these people be given Bid Seniority, however, will have Company seniority for vacation purposes and fringe benefits. The above to be as outlined in the 67-70 Agreement for a period of 3 years. Company to pay moving expense on any employee claiming a job in Oklahoma City within one (1) year of the effective date of change. Company to continue the past practice of bidding destination on sleeper operation as outlined. The Company to maintain the present and past practice of one common straight seniority extra board.

DECISION: The requested Change of Operations was approved.

JWAC Case #5-7-2981

LOCAL 85 and CLARK-FARNSWORTH (C.F.W.)

AUGUST 2, 3, 1967

Union claims Clark-Farnsworth and Consolidated Freightways are one and the same company and should have one seniority list.

DECISION: M/m/s/c/ that the claim is denied.

JWAC Case #2-7-2893

LOCAL 70 and O.N.C. FREIGHT

This is a single Conference carrier and is referred back.

MINUTES OF MEETING
JOINT WESTERN AREA COMMITTEE
AUGUST 14, 15, 16, 17, & 18, 1967

SIR FRANCIS DRAKE HOTEL
SAN FRANCISCO - CALIFORNIA

The Joint Western Area Committee convened at 2:00 p. m., Monday, August 14, 1967 in the Monterey Room of the Sir Francis Drake Hotel in a joint session of the Full Committee of both Employer and Union Representatives.

Under the rotating Chairmanship rule of the committee, the Unions named as Chairman of the Joint Committee, Verne Milton.

1. The Minutes of the previous meeting of the Joint Western Area Committee in the sessions of May 8, 9, 10, 11, and 12, 1967, were approved as corrected in Case #11-6-2612.
2. Discussion of cases filed with the Joint Western Area Committee after deadline date.
3. The August, 1967 Agenda was approved as revised.
4. The previous committees remained the same with the following exceptions:

Earl Mansfield replaces E. J. McCarthy for this meeting.

Neil Broady is named by the Employers to the Joint Western Area Committee.

Elgie Farris is named by the Union to replace Clarence Lott.
5. It was moved, seconded, and carried, that the Change of Operations Committee would be the Rider Committee as provided in the new contract.
6. It was moved, seconded and carried, that the committee previously appointed to re-draft the Joint Western Area Committee Rules of Procedure to conform with the new contract provisions be re-appointed. This committee consisted of: E. J. McCarthy - Art Griswold - John Behner - Nate Fullmer - George King - Harry Bath - Bill Waggoner - Ernie Hinch.
7. The Full Committee Meeting adjourned at 4:45 p. m.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Garrett Freightlines, Inc.
8-3-903

Change of Local involved: 690, Spokane, Washington
Operations

Clarifica-
tion
Protesting the Pocatello sleeper operation into the Spokane area. In August of 1963 - Change of Operations Case #8-3-903, Garrett Freightlines was granted permission to run a sleeper operation from Salt Lake City, Utah and Seattle, Washington and Salt Lake City and Spokane, Washington, and Pocatello, Idaho - Seattle and Spokane.

We find now that they have extended the Pocatello sleeper to Los Angeles and the Bay Area; whereby they are arriving in Spokane and dropped solid loads out of these two points, and in the interchange of boxes, they pick a solid load which is dropped in Missoula, Montana, a distance of 202 miles.

Therefore, we are also requesting monies for the men who remain home due to this operation which is a Spokane-Missoula division pay.

DECISION: (Change of Operations Committee - Transcript Page 79 - 8/15/67)
M/m/s/c/ that Garrett Freightlines is not in violation of the approval granted by this committee in Case #8-3-903.

Case # Local 104, Phoenix, Arizona
8-5-1972 Local 180, Los Angeles, California
Local 468, Oakland, California
Change of Local 961, Denver, Colorado
Operations

Clarification Company involved: Navajo Freightlines, Inc.

Local 961's position is that the three units that were to be re-domiciled in Denver, Colorado as per Change of Operations Case #8-5-1972 be redomiciled to Denver, Colorado.

DISPOSITION: Postponed.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # California Motor Express, Ltd.
11-5-2070

Change of Operations Locals involved:

Clarification	70, Oakland, California	357, Los Angeles, California
	85, San Francisco, Calif.	386, Modesto, California
	150, Sacramento, California	431, Fresno, California
	186, Santa Barbara, Calif.	439, Stockton, California
	208, Los Angeles, Calif.	468, Oakland, California
	224, Los Angeles, Calif.	542, San Diego, California
	287, San Jose, Calif.	890, Salinas, California

Local 386 would like a clarification of Case #11-5-2070.

A Modesto based man, Howard Whitacre, was in the hospital at the time of bids between Modesto and Stockton. This man was not notified by Company of bids. His wife finally went to the Company in Stockton and picked up form in which he stated on same that he wanted to bid in Stockton. Company seems to have misplaced this bid. Union feels this man was not given his rights under the decision handed down by the Joint Western Area Committee in which all drivers between Modesto and Stockton could bid by seniority to be based in Modesto or Stockton.

DECISION: (Change of Operations Committee - Transcript Page 22 - 8/15/67)
M/m/s/c/ that the decision of this committee in Case #11-5-2070 be reaffirmed; that the Company and Local Unions have complied with that decision; that the decision of the California Valley Committee is not in violation of the decision of this committee, and that Mr. Whitacre has no claim.

Case # Consolidated Freightways
11-6-2612

Change of Operations Locals involved: 483, Boise, Idaho
741, Seattle, Washington
900, Pendleton, Oregon

Clarification

- (1) The Company requests the right to eliminate the assigned division runs between Seattle and La Grande.
- (2) Eliminate the assigned turnaround run between La Grande and Boise.
- (3) Freight normally moved on this operation will be routed through our Portland terminal for handling with any overflow being moved by other existing operations.

The Multi-Conference Grievance Committee on June 27, 1967, approved the captioned Change of Operations with the clarification that if layoffs occurred at Seattle, Washington as a result of this Change of Operations, the employees so laid off will have the right to transfer to Portland, Oregon pursuant to the provisions of Article 5, Section 6 (b) (2) of the National Master Freight Agreement.

(Change of Operations Committee - Transcript Page 114 - 8/16/67)
The following statement was made by Mr. Milton, a member of the Multi-Conference Committee in explanation of the decision of said committee:

"The man at La Grande is to be offered work at Portland in accordance with Article 5, Section 5 (b) (2) of the current National Master Agreement, or he may exercise his seniority in line with the company seniority practices in that area."

The statement of Mr. Milton was accepted by the Change of Operations Committee without objection.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Consolidated Freightways
11-6-2613

Change of Locals involved: 148, Wenatchee, Washington
Operations 690, Spokane, Washington
741, Seattle, Washington

Clarification

Company applied for five day operation, however, the Company now wants to cover this run with the bid assigned drivers on a seven day week.

Locals 690 and 741 are asking for a clarification of Change of Operations Case #11-6-2613.

DECISION: (Change of Operations Committee - Transcript Page 86 - 8/15/67) M/m/s/c/ that since the two Spokane men who moved to Seattle have the same rights on the Seattle-Spokane run as the two Seattle men, that as among the four of them Company seniority shall prevail for dispatching purposes; further, that the decision in this case did not take away any rights from any of the men under Consolidated Freightways' system seniority.

Case # Consolidated Freightways
2-7-2750

Change of Locals involved: 150, Sacramento, California
Operations 468, Oakland, California
483, Boise, Idaho
533, Sparks, Nevada
983, Pocatello, Idaho

- (1) San Leandro, California - Boise, Idaho relay.
(2) San Leandro, California - Pocatello, Idaho relay.

PROPOSED OPERATION:

Eliminate the present relay operation and move the freight involved via our present sleeper operation. Those employees affected will be given the opportunity to transfer to San Leandro in accordance with the terms of the National Master Freight Agreement and Western States Area Over-The-Road Supplemental Agreement.

DECISION: (Change of Operations Committee - Transcript Page 189 - 8/17/67) M/m/s/and Deadlocked that in Case #2-7-2750 the change be approved as clarified on the record, and the displaced drivers be offered employment at San Leandro under the provisions of Article 5, Section 5 (b) (2).

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # United-Buckingham Freight Lines
2-7-2889

Change of Locals involved: 81, Portland, Oregon
Operations 741, Seattle, Washington

United-Buckingham Freight System requests approval of a Change of Operation to establish a turnaround run which will run the triangle formed by the towns of Portland, Oregon, Seattle, Washington, and Hoquiam, Washington.

The run will be operated either out of Portland or Seattle and will be run in either direction from the origin terminal.

DECISION: (Change of Operations Committee - Transcript Page 76 - 8/15/67)
M/m/s/c/ that the Operational Change in Case #2-7-2889 be approved as clarified on the record, finalized and that no further retention of jurisdiction is necessary.

Case # Navajo Freight Lines, Inc. 180, Los Angeles, Calif.
5-7-2930 961, Denver, Colorado

Interpre- Local 180 is taking the position that Navajo Freight Lines, Inc. is in violation of the Change of Operations decision. Whereas, they are only allowed two trucks on the Denver-Los Angeles run. They are using an excess amount of trucks on this run, pulling loads that are destined for other points other than Denver.

DISPOSITION: Postponed.

Case # Carr Bros. Trucking Service
8-7-3092

Change of Local involved: 186, Santa Barbara, California
Operations We would like to apply for a Change of Operation to close our Santa Barbara dock.

DECISION: (Change of Operations Committee - Transcript Page 5 - 8/15/67)
M/m/s/c/ that in Case #8-7-3092 the Change of Operation as clarified on the record be approved, with the following provisos: (1) That in the event of a layoff prior to the date of the operational change men who would be laid off at Santa Barbara will be laid off of that list in accordance with their seniority at said terminal on that list; (2) If there would be a layoff prior to the operational change at Oxnard, that men affected by the layoff will be laid off in accordance with their seniority on that seniority list at that terminal; (3) Prior to the date of the change the Company shall offer by bid those jobs to the employees at Santa Barbara who desire to remain in the jobs offered by seniority and qualifications. Those men who do not qualify for the positions at Santa Barbara will have the opportunity to move to Oxnard; (4) After the operational change is accomplished, the seniority rosters of the Oxnard and Santa Barbara terminals shall be combined by Company seniority for work purposes, layoffs and fringe benefits and as job opportunities become available at either terminal men from the combined seniority roster will have opportunities for those job positions prior to employment of new employees. (5) The operational change shall be effective no sooner than August 28, 1967.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Certified Freight Lines, Inc.
8-7-3093

Change of Local involved: 186, Santa Barbara, California
Operations

I wish to request approval of a Change of Operations, closing out Santa Barbara, California terminal and consolidating this work into our terminal at Montalvo, California effective July 1, 1967.

DECISION: (Change of Operations Committee - Transcript Page 15 - 8/15/67)
M/m/s/c/ that in Case #8-7-3093 the Change of Operation as clarified on the record be approved with the following provisos:

- (1) That in the event of a layoff prior to the date of the operational change men who would be laid off at Santa Barbara will be laid off of that list in accordance with their seniority at said terminal on that list.
- (2) If there would be a layoff prior to the operational change at Montalvo, that men affected by the layoff will be laid off in accordance with their company seniority on that seniority list at that terminal.
- (3) Prior to the date of the change the Company shall offer by bid those jobs to the employees at Santa Barbara who desire to remain in the jobs offered by seniority and qualifications. Those men who do not qualify for the positions at Santa Barbara will have the opportunity to move to Montalvo.
- (4) After the operational change is accomplished, the seniority rosters of the Montalvo and Santa Barbara terminals shall be combined by Company seniority for work purposes, layoffs and fringe benefits and as job opportunities become available at either terminal men from the combined seniority roster will have opportunities for those job positions prior to employment of new employees. The combined seniority roster shall include those men who may have been laid off at either terminal prior to the operational change.
- (5) The operational change shall be effective no sooner than August 28, 1967.

Case # I.M.L. Freight, Inc.
8-7-3094

Change of Locals involved: 81, Portland, Oregon
Operations 483, Boise, Idaho
900, Pendleton, Oregon

PROPOSED OPERATION:

- (1) To eliminate the turnaround operation from Boise to Baker and return to Boise and to eliminate the thru division operation between Portland, Oregon and Baker, Oregon.
- (2) To establish a Portland-Boise thru division operation with four (4) drivers based in Portland, Oregon, and to utilize Boise, Idaho, as the layover point. This operation to be run on the basis of five days per week with the 24 hour protection period of 12:00 noon to 12:00 noon.

DECISION: (Change of Operations Committee - Transcript Page 67 - 8/15/67)
M/m/s/c/ that the operational change be approved as clarified on the record, to be effective not sooner than August 28, 1967; that the displaced drivers from Boise be offered employment at Salt Lake City under the provisions of Article 5, Section 5 (b) (2).

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Los Angeles-Seattle Motor Express, Inc.
8-7-3095

Change of Operations Locals involved: 81, Portland, Oregon
137, Marysville, California
180, Los Angeles, California
224, Los Angeles, California
439, Stockton, California
468, Oakland, California
741, Seattle, Washington

Establish seven additional single man division runs between California points and Seattle, Washington.

Establish a Portland-Vancouver, B.C. Division. This division to originate at Portland, Oregon, drivers to lay over at Vancouver, B.C. and return to Portland, Oregon after their rest.

Re-domicile ten sleeper cab tractors from Seattle, Washington to Oakland, California. These tractors to operate principally between Oakland, California and Seattle, Washington and/or Portland, Oregon.

DECISION: (Change of Operations Committee - Transcript Page 115 - 8/16/67)
M/m/s/c/ that the operational change requested be approved as clarified by the Company on the record, with the following provisos:

(1) The committee finds that the operation change is not creating additional jobs in L. A., and therefore the new singleman positions at L. A. shall be restricted to the common L. A. board. (2) The new Portland-Vancouver, B.C. Division shall not be started until the effective date of the rest of the change---that is, October 16/67. The Seattle driver whose Seattle-Vancouver, B.C. turn is being eliminated shall have the right to operate one side of the new Portland-Vancouver Division under Article 5, Section 5 (e). (3) The Portland drivers whose present jobs will be eliminated shall have first opportunity to fill the new jobs at Portland, except as provided under Paragraph 2 above. (4) All other openings shall be offered to the displaced Seattle drivers on the basis of their presently-observed bidding seniority dates and their seniority rights at their new domiciles shall be determined under the provisions of Article 5, Section 5 (b) (2) of the current National Master Freight Agreement.

Case # Lynden Transfer, Inc.
8-7-3096

Change of Operations Locals involved: 231, Bellingham, Washington
741, Seattle, Washington

This change of operation is filed for the purpose of obtaining authority by Lynden Transfer to operate a new mail run with possible incidental freight from Seattle and Lynden, Washington to Prince Rupert, B.C. and return. The Company maintains this is not an Alaska run subject to the established Alaska Rider, but is a British Columbia run and should be paid under the Eleven Western States Contract and established wage scale.

DECISION: (Change of Operations Committee - Transcript Page 100 - 8/16/67)
M/m/s/c/ the case is improper before the committee. The grievance portion of the case involving the money claim is referred to the Main Committee.

Note: Refer to decision in Case #8-7-3303 - Main Committee - Transcript Page 276.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Navajo Freight Lines, Inc.
8-7-3097

Change of Locals involved: 180, Los Angeles, California
Operations 224, Los Angeles, California

The Company proposes to discontinue the singleman runs from Los Angeles, California to Phoenix, Arizona and return. All freight will be handled by sleeper teams. The displaced drivers at Los Angeles will be permitted to exercise their terminal seniority on sleeper runs at Los Angeles. There will be no redomicile of men or equipment.

DISPOSITION: Withdrawn without prejudice.

Case # Navajo Freight Lines, Inc.
8-7-3098

Change of Locals involved: 468, Oakland, California
Operations 492, Albuquerque, New Mexico
710, Chicago, Illinois

PRESENT OPERATION:

Nine drivers and two short board extra drivers with no assignment of equipment domiciled at Albuquerque, New Mexico operating single man runs from Albuquerque, New Mexico to Amarillo, Texas and return.

PROPOSED OPERATION:

The Company proposes to reduce the single man runs from nine to three runs, drivers and equipment to be domiciled at Albuquerque, New Mexico.

DECISION: (Change of Operations Committee - Transcript Page 182 - 8/17/67)
M/m/s/c/ that the operational change be approved as clarified on the record.

Case # Sites Silverwheel Freightlines
8-7-3099

Change of Local involved: 81, Portland, Oregon
Operations Application to cancel the Portland to Pendleton bid run.

DECISION: (Change of Operations Committee - Transcript Page 108 - 8/16/67)
M/m/s/c/ that the Company's application be approved, to be effective no sooner than August 27, 1967.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Paxton Trucking Company Local 542, San Diego
8-7-3100

Change of Operations For economic reasons the Paxton operation at San Diego is being closed. When additional permanent employees are hired at the Los Angeles terminal the terminated San Diego employees will be given first opportunity for jobs within their classifications.

AGREED-TO-CHANGE.

DECISION: (Change of Operations Committee - Transcript Page 2 - 8/15/67)
M/m/s/c/ that the rules of the committee have been complied with, and the change is made a matter of record.

Case # The Ringsby System
8-7-3101

Change of Operations Locals involved: 222, Salt Lake City, Utah
224, Los Angeles, California
533, Sparks, Nevada

PRESENT OPERATION:

Company operates a 3-relay operation Los Angeles to Salt Lake City, Utah.

PROPOSED OPERATION:

- (a) Abandon the present 3-relay operation, Los Angeles to Salt Lake City through Bishop and Ely.
- (b) Establish a 2-relay operation, Los Angeles to Salt Lake City, Utah through Las Vegas, with drivers changing at Las Vegas, i.e., freight destined for Salt Lake City and points beyond Las Vegas will move between Los Angeles and Las Vegas on the regular division runs now in operation between Los Angeles and Las Vegas. Freight destined to Salt Lake City and intermediate points will move on a relay run directly from Las Vegas to Salt Lake City.
- (c) Freight originating in either Los Angeles or Salt Lake City for Tonopah, Nevada will be routed to Las Vegas, and at that point transferred to the Las Vegas-Reno relay operation.

DECISION: (Change of Operations Committee - Transcript Page 48 - 8/15/67)
M/m/s/c/ to approve the change of operations in Case #8-7-3101 as clarified on the record; the employee or employees who are displaced by reason of this operational change and are afforded work at other terminals will be into that terminal under Article 5, Section 5 (b) (2). The effective date to be September 1, 1967.

Case # Stokely-Van Camp, Inc.
8-7-3102

Change of Operations Locals involved: 137, Marysville, California
439, Stockton, California

Stokely-Van Camp, Inc. requests the right to merge or consolidate its Lodi, California and Oroville, California operations.

DISPOSITION: (Change of Operations Committee - Transcript Page 47 - 8/15/67)
Withdrawn.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # United-Buckingham Freightlines
8-7-3103

Change of Local involved: 307, Casper, Wyoming
Operations

United-Buckingham Freightlines propose to close eight small terminal operations, four of which are located in the Central States area and four of which are located in the Western Conference Area. The terminals subject to closing in the Western Conference are namely, Casper, Gillette, Sheridan and Lusk, Wyoming.

DISPOSITION: (Change of Operations Committee - Transcript Page 14 - 8/15/67)
Withdrawn without prejudice.

Case # Washington Trucking Associations, Inc. on Behalf of:
8-7-3104

Change of Best Way Motor Freight, Inc. Consolidated Freightways, Inc.
Operations Garrett Freightlines, Inc. Helphrey Motor Freight
Northern Pacific Transport Pacific Intermountain Express
United-Buckingham Freightlines

Locals involved: 690, Spokane, Washington
741, Seattle, Washington

Washington Trucking Associations, Inc., in behalf of the above named companies requests the following Change of Operations:

This Change of Operations is filed to obtain the authority to change a turnaround point on a long established turnaround run between the cities of Seattle, Washington and Spokane, Washington. This change as proposed would move the turn point from the present turn point of Alkili Ike to a turn point of Vantage, Wash.

DECISION: (Change of Operations Committee - Transcript Page 159 - 8/16/67)
M/m/s/c/ that in Case #8-7-3104 the Associations' application to change the turn point from Alkili Ike to Vantage, Washington be approved.

Case # Western Gillette, Inc.
8-7-3105

Change of Local involved: 982, Lancaster, California
Operations

Western Gillette, Inc. proposes to change its operation between Bishop, California and Lone Pine, California. It is the Company's intention to shut down the Lone Pine terminal in its entirety and to handle the pick-up and delivery of freight in this area from the Bishop terminal.

DECISION: (Change of Operations Committee - Transcript Page 178 - 8/16/67)
M/m/s/c/ that the Company's request to close its Lone Pine terminal be approved; that the employee presently at Lone Pine be moved to Bishop with super seniority on the heavy-duty run to Lone Pine under the provisions of Article 5, Section 5 (e); that he have company seniority for layoff and vacation purposes and station seniority at Bishop for other work collection purposes.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # California Motor Express, Ltd.
8-7-3275

Change of Operations Local involved: 137, Marysville, California
California Motor Express finds it necessary to cease its domicile operation in Redding. This sub-terminal contains two men handling local pickup and delivery work under direction from our main northern operation - Chico.

DECISION: (Change of Operations Committee - Transcript Page 3 - 8/15/67)
M/m/s/c/ based on the correspondence presented, the Agreed-To-Change of Operation be approved.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
11-6-2658 Transcon Lines

Joint On weekends (Saturday & Sunday) Company refuses to put hostler
Council #7 on duty to hostile line equipment. Union requests day's pay for
Dispute each shift that this was done and for the Company to put local
people on this job in the future.

DISPOSITION: Settled and Withdrawn.

Case # Local 839, Pasco, Washington, and
11-6-2707 Consolidated Freightways (Bulk)

Tanker Maintenance of Standards in regards to having a mechanical
Dispute cooling system or an air conditioning in all sleeper cabs 1964
or newer, as in old agreement.

DISPOSITION: Postponed.

Case # Local 357, Los Angeles, California, and
2-7-2796 Transcon Lines - Rivera

P & D Local 357 has requested that Transcon Freight Lines furnish us
Dispute with a list of casuals they have been using for a period from
January 1, 1966 to September 1, 1966. The Company refused
to do this, therefore, we are filing this grievance because the
Company is not giving us equal opportunity to fill their casual
requests and this Company uses a number of casuals 5 days a
week.

DISPOSITION: Settled and Withdrawn.

Case # Local 357, Los Angeles, California, and
2-7-2798 Williams Transportation

P & D On or about 10/1/66, Williams Transportation Company hired a
Dispute new employee for swamping on the day shift. This man has
swamped for the Company over 60% of the time. This is a new
position and starting time; it should be posted for bid as per the
Union contract so all seniority employees will have the opportunity
to bid if they so desire.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon
2-7-2803 Local 741, Seattle, Washington, and
Portland-Seattle Auto Freight

O-T-R Company requested permission to inaugurate piggy-back service
Dispute between Portland and Seattle and Seattle and Portland. Union
stipulated certain conditions against such operations. The
Company then filed a grievance protesting the Union's interpretation.

DISPOSITION: Postponed.

Case # Local 961, Denver, Colorado, and
2-7-2859 The Ringsby System

O-T-R Donald W. Burke and Ray G. Stout state: On all ammo loads
Dispute transported in California the State required an inspection stop
on all hills with a special speed limit of less than 50 m.p.h.,
Section 22407 of the Vehicle Code. This has been turned down
several times and was told by our Supervisor that would not pay
this claim that it was not a Company rule and not to stop. One
driver was fined for this and was fined \$110.00. We think this
is part of the job that goes with hauling ammo and should be paid.

DECISION: (Main Committee - Transcript Page 78 - 8/15/67)
M/m/s/c/ that based on the facts presented in this case the stops are included in the
composite mileage rate and the claim of the Union is denied.

Case # Local 334, Spokane, Washington, and
2-7-2890 N. P. Transport

Clarification The Local Union requests a clarification of the decision in
Case #2-7-2890. Teamsters Local 334 has submitted a copy of
the application and authorization card to Northern Pacific Transport
Company and has been recognized by this Company as the authorized
bargaining agent. It is the position of Local 334 that the Company
should have placed Eryce B. Lee under agreements on the date
of receipt of dues proof of representation.

DECISION: (Committee for Local Operations - Transcript Page 72 - 8/16/67)
M/m/s/c/ that the position of the Union in its request to place Northern Pacific Transport
under the Office Workers Supplement to the National Master Freight Agreement in its
entirety automatically is denied and the Company and the Union, as signatory parties
to the National Master Freight Agreement, are instructed to proceed under Article 2,
Section 3 of said Agreement.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
2-7-2909 Los Angeles-Seattle Motor Express (Interstate Division)

Clarifica- Local 741 protests the application that LASME (Interstate
tion Division) has applied to JWC Case #2-7-2909 decision. It
is the position of Local 741 that as long as LASME and Interstate
maintain two separate terminals that all men working on the
5:00 a.m. or earlier shifts are entitled to take 1/2 hour lunch
on Company time.

DECISION: (Main Committee - Transcript Page 521 - 8/17/67)
M/m/s/c/ that the intention of the committee was that it be a personalized rate applying
to Interstate employees at the Interstate terminal but not new employees.

Case # Local 81, Portland, Oregon, and
2-7-2915 O.N.C. Fast Freight

O-T-R Runaround claim for one and three quarter hours for Marvin
Dispute Bradshaw.

DISPOSITION: Withdrawn.

Case # Local 81, Portland, Oregon, and
2-7-2916 O.N.C. Fast Freight

O-T-R The Union is claiming runaround pay for driver Rick Herglund
Dispute on January 4, 1967 for improper dispatch from Medford to Portland.

DISPOSITION: Withdrawn.

Case # Local 208, Los Angeles, California, and
5-7-2950 Hills Transportation

P & D On December 6, 1966, a sub-contractor, B & M Trucking Co.,
Dispute a gypo, picked up 42,826 lbs. of coffee bags in San Francisco
and delivered to Farmer Brothers Coffee Co. at 20333 Normandie
in Torrance, by-passing the terminal. We are claiming three
hours driving time and three and one-half hours unloading time,
a total of six and one-half hours each for two men; a total of
thirty-five and 01/100 (\$35.01) dollars each; for a grand total
this claim of seventy and 02/100 dollars (\$70.02).

DECISION: (Committee for Local Operations - Transcript Page 117 - 8/16/67)
M/m/s/c/ that the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case #
5-7-2951

Local 208, Los Angeles, California, and
Hills Transportation

P & D
Dispute

Cases #8398 - #8399 - #8400. Claims are for work performed
by line drivers by-passing Local men.

DECISION: (Committee for Local Operations - Transcript Page 126 - 8/16/67)
M/m/s/c/ that based upon the specific facts as reported on the record in Cases #8398,
8399 and 8400, combined in Case #5-7-2951, the claim of the Union be denied.

Case #
5-7-2955

Local 208, Los Angeles, California, and
National Trucking Company of Los Angeles, Inc.

P & D
Dispute

On December 19, 20, 21, 22, 23, 27, and 28th, this member was
on layoff and casuuals or junior men or dispatcher worked in his
place. This claim is for 7 working days at \$3.465 per hour, for
a total claim of \$194.09.

DECISION: (Committee for Local Operations - Transcript Page 149 - 8/16/67)
M/m/s/c/ that the claim of Glaser be allowed, including New Year's Day holiday
pay 1967.

Case #
5-7-2967

Local 357, Los Angeles, California, and
Milne Truck Lines

P & D
Dispute

For and on behalf of Ralph E. Wadsworth: On the night of the
violation, February 27, 1967, I was doing my bid job of hostler
when I was told by Ernie Bergen the yard supervisor to go and
operate the fork lift. I told him I didn't think it was right as
there was yard hostling work and there was Local 208 drivers
in the yard doing hostling work and there was other Local 357 men
that could operate the fork lift.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 871, Pomona, California, and
5-7-2974 Pacific Intermountain Express

P & D Local 871 is filing for 3-1/2 hours overtime for every instance in
Dispute which an inbound line driver has interrupted an inbound line run to
pick up trailers and gear at Guasti and deliver them into Los Angeles.

DECISION: (Committee for Local Operations - Transcript Page 162 - 8/16/67)
M/m/s/and Deadlocked that the claim of the Union be denied.

NOTE: (See Main Committee for final disposition)

DECISION: (Main Committee - Transcript Page 628)
M/m/s/c/ that the claim of the Local Union be upheld in regard to local freight moving
between Pomona and Los Angeles and the money claim is not allowed.

Case # Local 190, Billings, Montana, and
5-7-2995 Consolidated Freightways - Bulk Commodities

Tanker Request on behalf of its member, K. Miller, pay for a Billings -
Dispute Worland trip pulled by scabbie King.

DISPOSITION: Settled and Withdrawn.

Case # Local 190, Billings, Montana, and
5-7-2996 Consolidated Freightways - Bulk Commodities

Tanker Requesting in behalf of its member K. Miller, pay for a Billings-Cody
Dispute trip pulled by Tom Cornett on February 26, 1967.

DISPOSITION: Settled and Withdrawn.

Case # Local 208, Los Angeles, California, and
5-7-2997 California Motor Express

Sub- On the date of December 16, 1966, Carlos Valdez was placed on a
Contracting layoff while the employer continued to sub-haul freight, consisting of
work which Valdez was qualified, able and available to perform.

DISPOSITION: Withdrawn.

Case # Local 208, Los Angeles, California, and
5-7-2998 Consolidated Freightways

Sub- The Local Union is protesting the action by Consolidated Freightways
Contracting on violating Article 32 of the National Master Freight Agreement.

DISPOSITION: Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
5-7-3003 Universal Mill Supply

Clarification Local 224 requests a clarification of the Joint Western Area
Committee decision in Case #5-7-3003.

DECISION: (Main Committee - Transcript Page 227 - 8/15/67)
M/m/s/c/ that the decision that appears in the transcript stand as written.

Case # Local 315, Martinez, California, and
5-7-3010 Pacific Intermountain Express

Tanker Union asking for one day's wages for top man, seniority, who is
Dispute often available as a Texas rig came in yard empty, steamed out
10/3/66.

DISPOSITION: Settled and Withdrawn.

Case # Local 961, Denver, Colorado, and
5-7-3024 The Ringsby System

O-T-R Wilford George states: Arrived at Los Angeles 12/29/66 at 8:16.
Dispute Informed by dispatcher on arrival that loads were available and
received bills and travel orders within the first hour. Hooked
up and sealed at 11:32. At approximately 1:00 p.m., we received
word we were on ready line. We were then notified ready and punched
out and left within 2 to 5 minutes at 4:16.

DISPOSITION: Settled and Withdrawn.

Case # Local 208, Los Angeles, California, and
5-7-3030 Quick Service Transfer

Discharge Local 208 protests issuance of termination notice to William
Cooper dated 3/8/67 and requests that he be reinstated with full
seniority and compensated for all time lost.

DISPOSITION: Withdrawn.

Case # Local 70, Oakland, California, and
5-7-3049 Los Angeles-Seattle Motor Express

O-T-R Money claim. Union is claiming runaround for a local man because
Dispute a sleeper team from Portland, Oregon by-passed the Oakland
terminal and made deliveries at Sunnyvale.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
5-7-3051 Wells Cargo

Joint Two local pick-up drivers were called in at 10:30 p.m. on a
Council #7 Saturday and worked through until 2:30 p.m. Sunday afternoon.
Dispute Were paid for time worked at the overtime rate. Union claims
that according to starting time the men should have been paid from
8:00 a.m. Saturday morning.

DECISION: (Main Committee - Transcript Page 89 - 8/15/67)
M/m/s/and Deadlocked that the claim of the Union be upheld.
M/m/s/ and did not receive a majority vote "that this case go to arbitration."

Case # Local 287, San Jose, California, and
5-7-3062 California Cannery

O-T-R Pay claim for McEver. Union claiming overtime rate of pay for
Dispute a shortline driver who worked on a Saturday in a higher pay scale
area.

DISPOSITION: Postponed.

Case # Local 287, San Jose, California, and
5-7-3064 Interlines-Blankenship

O-T-R Union claims that the Company has enough freight generating out
Dispute of San Jose to Los Angeles and feel that under the agreement a
shortline driver has the right to bid this line. Company takes the
position that this would be a Change of Operations and they do not
desire this change.

DECISION: (Main Committee - Transcript Page 316 - 8/16/67)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 315, Martinez, California, and
5-7-3065 Clark Farnsworth

O-T-R Union claiming for day's wages for top man on seniority list who
Dispute was off and available as Company sent truck from L. A. into our
area to pick up a load and go south.

DECISION: (Main Committee - Transcript Page 601 - 8/18/67)
M/m/s/c/ the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
 5-7-3066 Consolidated Freightways

O-T-R Runaround for Collura. Union is claiming runaround on the bid
 Dispute Reno division run because the Company sent freight out on the
 sleeper cab truck and cancelled the division run.

DECISION: (Alternate Main Committee - Transcript Page 21 - 8/17/67)
 M/m/s/c/ that if the sleeper cab in question went directly over Highway 40 to Salt
 Lake City, that the claim be denied; if it went to the Idaho points, then the claim be paid.

Case # Local 17, Denver, Colorado, and
 8-7-3106 Eastern Express

P & D Local 17 protests the proposed bid by Eastern Express as a
 Dispute violation of the contract.

DISPOSITION: Settled and Withdrawn.

Case # Local 17, Denver, Colorado, and
 8-7-3107 I. M. L. Freight, Inc.

P & D Clyde Higby filing for two days funeral pay.
 Interpretation

DISPOSITION: Postponed.

Case # Local 17, Denver, Colorado, and
 8-7-3108 Rio Grande Motor Way, Inc.

P & D Harry L. Sherman filing for \$21.80 because the Company used
 Dispute a road driver instead of a city driver .

DECISION: (Committee for Local Operations - Transcript Page 25 - 8/15/67)
 M/m/s/c/ that the claim of the Union be denied.

Case # Local 17, Denver, Colorado, and
 8-7-3109 Eastern Express, Inc.

P & D George W. Gilliatt is filing a pay claim for \$26.40 on April 13/67.
 Dispute

DECISION: (Committee for Local Operations - Transcript Page 31 - 8/15/67)
 M/m/s/and Deadlocked that the claims of Gilliatt and Jenkins be allowed.

NOTE: See Main Committee for final disposition.

DECISION: (Main Committee - Transcript Page 628 -)

M/m/s/c/ the claim of the Union be allowed.

Cases #8-7-3109 and #8-7-3110 were heard together.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 17, Denver, Colorado, and
8-7-3110 Eastern Express, Inc.

P & D
Dispute Dale Jenkins is filing a pay claim for \$26.40.

DECISION: The same decision applies as in Case #8-7-3109.

Case # Local 17, Denver, Colorado, and
8-7-3111 Illinois-California Express

P & D
Dispute James L. Fisher is filing a pay claim for \$40.10 on April 9/67.

DISPOSITION: Lockout claim denied.

Case # Local 17, Denver, Colorado, and
8-7-3112 Illinois-California Express

P & D
Dispute John Mollendor is filing a pay claim for \$40.10 on April 9/67.

DISPOSITION: Lockout claim denied.

Case # Local 17, Denver, Colorado, and
8-7-3113 Illinois - California Express

P & D
Dispute Ed Brackett is filing a pay claim for \$40.10 on April 9/67.

DISPOSITION: Lockout claim denied.

Case # Local 17, Denver, Colorado, and
8-7-3114 Illinois - California Express

P & D
Dispute Thomas R. Wickham, Jr. is filing a pay claim for April 9, 1967
for \$40.17.

DISPOSITION: Lockout claim denied.

Case # Local 17, Denver, Colorado, and
8-7-3115 Rio Grande Motor Way, Inc.

P & D
Dispute James A. Lovato is filing a pay claim for March 13, 1967.
Mechanic pulling trailers.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
8-7-3116 United-Buckingham Transportation Co.

P & D Donald A. Ferguson is filing a pay claim for \$59.40 on April 11,
Dispute 12th and 13, 1967.

DECISION: (Committee for Local Operations - Transcript Page 61 - 8/15/67)
M/m/s/c/ that the claim of the Union be denied if Mr. Wolford came to work at
12:00 noon on Thursday and Friday, April 13th and 14th. If Mr. Wolford came to work
at 8:00 a.m. on April 13th and 14th, the claim of the Union be upheld. The Company
and the Union are instructed to check his timecards.

Case # Local 81, Portland, Oregon, and
8-7-3117 Garrett Freightlines, Inc.

P & D Local 81 is in dispute with Garrett Freightlines over changing of
Dispute bid men's starting times on April 4, 5, 6, 1967.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
8-7-3118 McCracken Bros. Motor Freight

P & D Local 81 is in dispute with McCracken Bros. Motor Freight over
Dispute claim of Harry Cleveland for cost of clothing burned by battery
acid on Friday, May 5, 1967.

DISPOSITION: Settled and Withdrawn.

Case # Local 146, Colorado Springs, Colorado, and
8-7-3119 Red Ball Motor Freight, Inc.

P & D Rolland Olson states: I am claiming time from 7:30 a.m. to
Dispute 10:15 a.m. which should be on an overtime basis at \$4.95 per hour;
2 hours, 45 minutes, totaling \$13.60.

DISPOSITION: Settled and Withdrawn.

Case # Local 146, Colorado Springs, Colorado, and
8-7-3120 Red Ball Motor Freight, Inc.

P & D Andy Bufmack states: I am claiming time for 7:30 a.m. to 10:30 a.m.
Dispute which should be on an overtime basis at \$4.95 per hour - 3 hours,
\$14.85.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 190, Billings, Montana, and
8-7-3121 N. P. Transport

P & D Request on behalf of Anton Job, pay at overtime rate for trailers
Dispute being spotted on March 13, 1967.

DISPOSITION: Settled and Withdrawn.

Case # Local 208, Los Angeles, California, and
8-7-3122 American Transportation Company

P & D This member claims pay entitlement for April 12th and April 13th
Dispute when he was not worked and the Company worked a junior employee
in his stead.

DISPOSITION: Settled and Withdrawn.

Case # Local 208, Los Angeles, California, and
8-7-3123 Citizens Warehouse Trucking Co., Inc.

P & D Company refuses to place this member on the seniority list and
Dispute he has been on layoff since April 10, 1967.

DISPOSITION: Settled and Withdrawn.

Case # Local 208, Los Angeles, California, and
8-7-3124 Consolidated Freightways

P & D The Local Union is protesting violation of Article 48, Sections
Dispute 4 and 5; and Article 57, Section D, by the Company.

DECISION: (Committee for Local Operations - Transcript Page 80 - 8/16/67)
M/m/s/c/ that based on the fact that Bentley and Gaw refused work their claims are denied; Howe and Snynground received communications offering them employment and failed to respond, therefore their claims are denied; Footitt and Howe accepted employment as vacation replacements, the Union being so notified, also certified letters offering employment were sent by the Company and returned, therefore their claims are denied; certified letters to Tate and Nilsen were sent by the Company and there having been no response their claims are denied.

Case # Local 208, Los Angeles, California, and
8-7-3125 Exley Express, Inc.

P & D On February 18, 1967, the Company dispatched a junior employee,
Dispute M.I. Albertson. Esparza being the senior driver should have been called into work that day. Therefore, we claim a day's pay at time and one-half, for a total claim of \$43.12.

DECISION: (Committee for Local Operations - Transcript Page 45 - 8/15/67)
M/m/s/c/ that the claim of Esparza be denied since the work performed was outside the jurisdiction of the Local Union.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3126 Glendale Transfer & Storage

P & D Case #9259: The Company worked two non-unit men, E. Martinez
Dispute and W. Atkins, from Employers Service, at the rate of \$8.64
per 8 hours each.
Case #9261: Austin L. Keffer protests warning notice dated
4/3/67.
Case #9262: Austin L. Keffer protests warning notice dated 4/3/67.
Case #9264: Austin L. Keffer protests his termination dated 4/3/67
and requests that he be reinstated with full seniority and compensated
for all time lost.

DECISION: (Committee for Local Operations - Transcript Page 18 - 8/15/67)
M/m/s/and Deadlocked that based on the correspondence from the Company, this case
is improperly before this committee.

NOTE: See Main Committee for final disposition.

DECISION: (Main Committee - Transcript Page 628 - 8/18/67)
M/m/s/c/ that the Deadlock in the P & D Committee be upheld.

Case # Local 208, Los Angeles, California, and
8-7-3127 Griley Security Freight Lines

P & D The Union claims on April 10th, Harrison Turnbull reported for
Dispute work at 7:00 a.m. He was ready to punch in but was asked to sign
in and give a phone number where he could be reached. The Company
called him to work at 11:00 a.m. We claim 3 hours and 20 minutes
at premium time for a total claim of \$17.96.

DISPOSITION: Lockout claim denied.

Case # Local 208, Los Angeles, California, and
8-7-3128 Hills Transportation

P & D On Saturday, June 3, 1967, three gippos were sent to Continental
Dispute Can on Eastern Avenue and loaded three trailers to go north. Claim
is for 8 hours pay at premium time, for a total claim of \$46.08.

DECISION: (Committee for Local Operations - Transcript Page 142 - 8/16/67)
M/m/s/c/ that the claim of the Union be paid.

Case # Local 208, Los Angeles, California, and
8-7-3129 Krown Transportation Company

P & D William Bruning claims four days pay at \$3.465 per hour, a total
Dispute claim of \$110.00 in that he was laid off and junior employees were
used in his place.

DECISION: (Committee for Local Operations - Transcript Page 239 - 8/17/67)
M/m/s/c/ that the Union's position be denied without prejudicing its right to file a
claim in the event of any future violations of the complainant's seniority rights.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3130 Los Angeles-Seattle Motor Express, Inc.

P & D On 4/12/67 the Company notified all drivers except Bradley to
Dispute report for work at their respective starting times. Therefore,
we claim one day's pay. Total this claim, \$27.72.

DISPOSITION: Lockout claim denied.

Case # Local 208, Los Angeles, California, and
8-7-3131 Los Angeles-Seattle Motor Express

P & D Cases #9517 and #9518: It is the Union's contention that Robert
Dispute Parral and Arthur Gomez bid a start time, that the Company set
them back from a 9:00 a.m. bid to a 10:00 a.m. bid. We are
claiming one hour at premium time, \$5.20 for date of May 15, 1967
and \$5.20 for each day thereafter that the Company brings them
in at 10:00 a.m.

DECISION: (Committee for Local Operations - Transcript Page 179 - 8/16/67)
M/m/s/c/ that based on the record as reported in this case the two claims dated
May 15, 1967 be denied.

NOTE: The above decision was protested to the Main Committee. See Main Committee
for final disposition.

DECISION: (Main Committee - Transcript Page 627)
M/m/s/c/ that the decision of the P & D Sub-Committee stand and the protest be
disallowed.

Case # Local 208, Los Angeles, California, and
8-7-3132 Milne Truck Lines

P & D It is the Union's position that Milne Truck Lines is using casuals
Dispute to deprive the regular employees from performing their work and
their tour of duty.

DECISION: (Committee for Local Operations - Transcript Page 7 - 8/15/67)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 208, Los Angeles, California, and
8-7-3133 Milne Truck Lines, Inc.

P & D It is the contention of the Union that E. Bearden picked up lamp
Dispute black on 2/20/67 and also on 3/10/67 and the Company would not
pay him for it. We therefore are claiming \$1.00 for each day for
a total claim of \$2.00.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3134 Milne Truck Lines, Inc.

P & D On 3/1/67 the Company dispatched a junior man, Stanley, instead
Dispute of the senior man, Sexton. We therefore claim the difference in
what the junior man earned that the senior man should have earned.

DECISION: (Committee for Local Operations - Transcript Page 12 - 8/15/67)
M/m/s/and Deadlocked that based on the particular facts presented in this case the
claim of Sexton be denied.

NOTE: It was reported by Mr. Mansfield that the Company and Union had resolved
the Deadlock.

Case # Local 208, Los Angeles, California, and
8-7-3135 Navajo Freight Lines

P & D Local 208 on behalf of Floyd Anderson claims the dollar per day
Dispute 'obnoxious cargo' pay benefit and/or entitlement to Company
furnished clothing when picking up cargo deemed obnoxious.

DECISION: (Committee for Local Operations - Transcript Page 21 - 8/15/67)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 208, Los Angeles, California, and
8-7-3136 Quick Service Transfer Company

P & D Local 208 on behalf of Julian Sandoval claims entitlement to the
Dispute difference in pay of \$3.59 per hour to \$5.71 per hour, rigging rate
for a total of five hours on date of April 28, 1967. Total this
claim \$10.60.

DISPOSITION: Settled and Withdrawn.

Case # Local 357, Los Angeles, California, and
8-7-3137 Sterling Transit

P & D On behalf of James Hairabedian. I am a bid swamper yet everytime
Dispute I go to Pittsburgh Paint the Company sends out a loader to relieve
me, thus depriving me of overtime. I am claiming the overtime
denied me.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 235, Orange, California, and
 8-7-3138 O.N.C. Motor Freight System

P & D Case #9569: A regular bid position on a start time was vacated
 Dispute by Jim Marriott who resigned. The position was never posted for
 bid and was filled by a casual. We are claiming the difference
 in pay from 3:00 a.m. which Darrell Dandie should have had and
 the 10:00 a.m. start that he was on.

Case #9570: A regular bid position on a start time was vacated
 by Bill Case who resigned. The position was never posted for
 bid and was filled by a casual. We are claiming the difference
 in pay from 3:00 a.m. which Donald Ware should have had and the
 10:00 a.m. start that he was on.

DISPOSITION: Postponed.

Case # Local 357, Los Angeles, California, and
 8-7-3139 Delta Truck Lines

P & D Complaint By McCleney: "I would like to protest the swamping
 Dispute bid we now have. Bob Wilson who bid checker-loader-swamper
 7:00 a.m. has been held on dock time and time again while hall
 men or other dock men with less seniority were sent out and also
 received overtime. Bid for swamping in the past has always been
 swamper-loader-checker.

DISPOSITION: Postponed.

Case # Local 357, Los Angeles, California, and
 8-7-3140 DC International

P & D Complaint by Jefferson: My regular starting time is 12:01 a.m.
 Dispute I was called on Wednesday and asked to report to work at 8:00 a.m.,
 in which I did report to work and was paid for 8 hours only. I am
 claiming time and one-half for being brought in before my bid
 starting time - 4 hours in the amount of \$21.21.

DISPOSITION: Settled and Withdrawn.

Case # Local 357, Los Angeles, California, and
 8-7-3141 Transcon Lines

P & D For and on behalf of: Paul T. Corral. I request two days pay due
 Dispute to the dispatcher, Charlie Long, performing duties of route clerk
 on April 10th and 11th, 1967. I reported for duty on the above dates,
 therefore, I am entitled to two paid days. I am claiming 16 hours
 pay in the total amount of \$57.44.

DISPOSITION: Lockout claim denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
8-7-3142 Transcon Lines

P & D Complaint by Valdez: My seniority was violated on the choice of
Dispute weekend work. Company rules on the weekend bid are as follows:
Once an employee has bid for weekend work, he will not be
permitted to alter his bid in any manner. Bid closes at 7:00 a.m.
Friday.

DISPOSITION: Committee retains jurisdiction.

Case # Local 396, Los Angeles, California, and
8-7-3143 DiSalvo Trucking Company

P & D Local 396 on behalf of Donald George Smith is protesting the fact
Dispute that he bid on a three axle run and at the time he bid on the run,
April 1, 1965, it was a heavy-duty job with five axle pay, but since
July 1, 1965, three axle runs were put on the light-duty seniority
list with less pay, therefore, for three years he has requested to
be put back on the heavy-duty seniority list but has been denied.

DECISION: (Committee for Local Operations - Transcript Page 2 - 8/15/67)
M/m/s/c/ that in the event Donald Smith bids on the heavy-duty seniority list his
seniority date will be the date he bids on that list.

Case # Local 483, Boise, Idaho, and
8-7-3144 Garrett Freightlines

P & D Friday, February 17, 1967, the Company's foreman at Boise,
Dispute Nick Beristain, was observed unloading freight from a trailer.
The Union claims a day's pay for a 20% employee, Jim Chrisman,
who was not worked that day.

DISPOSITION: Settled and Withdrawn.

Case # Local 690, Spokane, Washington, and
8-7-3145 Consolidated Freightways

P & D Requesting pay for Ben Cleveland for hours from time G. J. Darby,
Dispute casual employee started work June 6th to time Ben Cleveland was
called to report for work.

DECISION: (Committee for Local Operations - Transcript Page 95 - 8/16/67)
M/m/s/c/ that the claim of the Union be allowed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 883, Hood River, Oregon, and
8-7-3146 Lester Auto Freight, Inc.

Office Local 883 is in dispute with Lester Auto Freight, Inc. over their
Dispute request for recognition as the bargaining agency for the Clerical
Employees under the terms of the Master Freight Agreement.
This is covered by Article 3, Section 2, non-covered unit.

DISPOSITION: Postponed.

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
* * * * *

Case #
8-7-3147

L-554

ROBERT R. BLAIR, member of Local 357, Los Angeles, California. Employee of Imperial Truck Lines, Inc. Request is for a period of ninety (90) days, effective June 19, 1967, for the purpose of a promotion to Freight Sales Representative.

DECISION: (Sub-Committee - Transcript Page 264 - 8/17/67) Request Approved.

L-555

MIKE BOLERATZ, member of Local 357, Los Angeles, California. Employee of Transcon Lines. Request is for a period of 30 days, effective May 16, 1967, for the purpose of taking position in Management.

DECISION: (Sub-Committee - Transcript Page 265 - 8/17/67) Request Approved.

L-556

VON H. BROWNSON, member of Local 235, Orange, California. Employee of Anaheim Truck & Transfer. Request is for a period of 90 days, effective June 19/67, for the purpose of taking position of Dispatcher. Note: Previous Leave commencing June 21/65 for a period of 90 days was granted during the August, 1965 JWAC Meetings. Refer to Case #8-5-1988 - L-351. Also: Previous Leave commencing June 20/66 for a period of 90 days was granted during the August, 1966 JWAC Meetings. Refer to Case #8-6-2514 - L-460.

DECISION: (Sub-Committee - Transcript Page 266 - 8/17/67) Request Approved.

L-557

MICHAEL CERJANCE, member of Local 741, Seattle, Washington. Employee of United-Buckingham Freight Lines. Request is for a period of 90 days, effective June 12/67, for the purpose of trying out for the position of Dock Foreman.

DECISION: (Sub-Committee - Transcript Page 268 - 8/17/67) Request Approved.

L-558

JAMES B. COFFEY, member of Local 468, Oakland, California. Employee of Camall Service. Request is for a period of 90 days, effective May 5, 1967, for the purpose of dispatching for Camall Service.

DECISION: (Sub-Committee - Transcript Page 269 - 8/17/67) Request Approved.

L-559

ABELARDO W. GARCIA, member of Local 357, Los Angeles, California. Employee of California Motor Transport Company. Request is for a period of 90 days, effective June 1/67, for the purpose of transferring to Supervisory duties.

DECISION: (Sub-Committee - Transcript Page 270 - 8/17/67) Request Approved.

L-560

ROBERT P. LOPEZ, member of Local 208, Los Angeles, California. Employee of Signal Trucking Service, Ltd. Request is for a period of 90 days, effective May 5, 1967, for the purpose of Dispatcher of Local Union 208's hiring hall.

DECISION: (Sub-Committee - Transcript Page 271 - 8/17/67) Request Approved.

(Continued)

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
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Case #
8-7-3147

L-561

JOE SAN PAOLO, member of Local 692, Long Beach, California. Employee of Signal Trucking Company. Request is for a period of 90 days, effective May 15, 1967, for the purpose of taking position as Hiring Hall Dispatcher for Local 692.

DECISION: (Sub-Committee - Transcript Page 272 - 8/17/67) Request Approved.

L-562

ORAN K. PRICKETT, member of Local 208, Los Angeles, California. Employee of California Motor Transport Co. Request is for a period of 90 days, effective June 1, 1967, for the purpose of transferring to Supervisory duties.

DECISION: (Sub-Committee - Transcript Page 273 - 8/17/67) Request Approved.

L-563

ROY ROGERS, member of Local 741, Seattle, Washington. Employee of United-Buckingham Freight Lines. Request is for a period of 90 days, effective May 17, 1967, for the purpose of trying out for the position of Safety Director of the Seattle terminal.

DECISION: (Sub-Committee - Transcript Page 274 - 8/17/67) Request Approved.

L-564

ROBERT F. TONACK, member of Local 900, Pendleton, Oregon. Employee of Garrett Freightlines. Request is for a period of 90 days, effective June 19, 1967, for the purpose of assuming duties of Secretary-Treasurer for Local 900.

DECISION: (Sub-Committee - Transcript Page 275 - 8/17/67) Request Approved.

L-565

JESUS LARA FRANCO, member of Local 224, Los Angeles, California. Employee of Carey Truck Line, Inc. Request is for a period of 90 days, effective June 1, 1967, for the purpose of working in a non-covered position.

DECISION: (Sub-Committee - Transcript Page 276 - 8/17/67) Request Approved.

L-566

EUGENE MOUTON, member of Local 208, Los Angeles, California. Employee of Illinois-California Express. Request is for a period of 90 days, effective June 12/67, for the purpose of qualifying for another position as Foreman on the dock.

DISPOSITION: (Sub-Committee - Transcript Page 277 - Withdrawn by member.

L-567

MARION R. REECE, member of Local 104, Phoenix, Arizona. Employee of Leeway Motor Freight, Inc. Request is for a period of 90 days, effective July 1/67, for the purpose of trying out as a Dispatcher.

DECISION: (Sub-Committee - Transcript Page 278 - 8/17/67) Request Approved.

L-568

JOHN NICHOLS, member of Local 208, Los Angeles, California. Employee of Lee Way Motor Freight, Inc. Request is for a period of 90 days, effective July 1/67, for the purpose of working as a Foreman Trainee.

DECISION: (Sub-Committee - Transcript Page 279 - 8/17/67) Request Approved.

(Continued)

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
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- Case #
8-7-3147 L-569 DONALD R. NEELY, member of Local 208, Los Angeles, California. Employee of J. Christenson Co. Request is for a period of 20 days, effective July 17/67, for the purpose of relief for vacations of Dispatchers.
Note: Previous Leave commencing December 1, 1966 for a period of 30 days was granted during the Feb. /67 JWAC Meetings. Refer to Case #2-7-2800 - L-524)
DECISION: (Sub-Committee - Transcript Page 280 - 8/17/67) Request Approved.
- L-570 GERALD W. RUSSELL, member of Local 208, Los Angeles, California. Employee of Lee Way Motor Freight, Inc. Request is for a period of 60 days, effective August 1/67, for the purpose of accepting Foreman's Trainee position.
DECISION: (Sub-Committee - Transcript Page 281 - 8/17/67) Request Approved.
- L-571 DALBERT E. MILLER, member of Local 208, Los Angeles, California. Employee of Interlines-Blankenship Motor Express. Request is for a period of ninety days, effective July 15, 1967 for the purpose of Dispatcher at this terminal.
DECISION: (Sub-Committee - Transcript Page 282 - 8/17/67) Request Approved.
- L-572 EUGENE JENKINS, member of Local 741, Seattle, Wash. Employee of United-Buckingham Freight Lines. Request is for a period of 14 days, effective August 7, 1967, for the purpose of Foreman , replacing Bill Gordon while on vacation.
Note: Previous leave in 1963 - #5-3-800 - L-120)
DECISION: (Sub-Committee - Transcript Page 283 - 8/17/67) Request Approved.
- L-573 RAY SNEESBY, member of Local 741, Seattle, Washington. Employee of United-Buckingham Freight Lines. Request is for a period of 27 days, effective August 7, 1967, for the purpose of Dispatch heavy-duty - replacing Harley Hilton who will be on vacation.
DECISION: (Sub-Committee - Transcript Page 284 - 8/17/67) Request Approved.
- L-574 WILLIAM A. SILVA, member of Local 381, Santa Maria, California. Employee of California Motor Express, Ltd. Request is for a period of 90 days, effective July 17/67, for the purpose of performing duties not covered by collective bargaining agreement in effect.
DECISION: (Sub-Committee - Transcript Page 285 - 8/17/67) Request Approved.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 57, Eugene, Oregon, and
8-7-3148 Evert's Commercial Transport

Tanker Local 57 is in dispute with Evert's Commercial Transport over
Dispute runaround pay claim for Emil Ewoniuk.

DECISION: (Main Committee - Transcript Page 212 - 8/15/67)
M/m/s/c/ under the rules in effect between the Company and the Union the claim be
allowed and they be paid one Corning Division at time and a half.

Case # Local 70, Oakland, California, and
8-7-3149 American Pipe

Joint Charles Palmer's birthday fell on Sunday. The Company gave
Council #7 him next day off and worked men with less seniority. Mr. Palmer
Dispute was not paid for his birthday nor was he paid for being runaround.
Union claims pay for holiday and for claimed runaround.

DECISION: (Main Committee - Transcript Page 579 - 8/18/67)
M/m/s/c/ that the claim of one day's pay at straight time be paid this employee
because the Company violated his seniority.

Case # Local 70, Oakland, California, and
8-7-3150 American Pipe

Joint Money claim. Union claims correct procedure not used in recalling
Council #7 laid off employee. Claims Mr. Rowe be paid one day's pay.
Dispute

DECISION: (Main Committee - Transcript Page 584 - 8/18/67)
M/m/s/and Deadlocked that the claim of the Union be upheld less moneys earned.
M/m/s/and did not receive a majority vote 'that this case go to arbitration'.

(Cases #8-7-3150 and #8-7-3151 were heard together)

Case # Local 70, Oakland, California, and
8-7-3151 American Pipe

Joint Money claim. Union claims that Company did not follow correct
Council #7 re-hire procedure which caused employee to lose work.
Dispute Union requests Mr. Mendes be reimbursed for all wages lost due
to Company not following proper procedure.

DECISION: The same decision applies as in Case #8-7-3150.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
8-7-3152 Associated Freight Lines

Joint Union claims that Mr. Pacheco should be placed on the seniority
Council #7 list as of his 12th day of work with Associated Freight Lines.
Dispute

DISPOSITION: Settled and Withdrawn.

Case # Local 70, Oakland, California, and
8-7-3153 I. M. L. Freight

Joint Union claims that employee be paid accrued vacation pay whenever
Council #7 he decides to take vacation. Requests that this be changed to
Dispute coincide with Article 56, Vacations.

DISPOSITION: Settled and Withdrawn.

Case # Local 70, Oakland, California, and
8-7-3154 March Transportation

Joint Union claims non-Union personnel being used to perform bargaining
Council #7 unit work. Supervisor and son were used to clean up yard on
Dispute Saturday.

DECISION: (Main Committee - Transcript Page 593 - 8/18/67)
M/m/s/c/ that based on the facts in this case the claim of the Union be denied.

Case # Local 70, Oakland, California, and
8-7-3155 Panda Terminals

Joint Union contends that when an employee is sick during holiday he
Council #7 should be paid for both. Union requesting one day's pay for employee.
Dispute

DISPOSITION: Settled and Withdrawn.

Case # Local 70, Oakland, California, and
8-7-3156 Pierce Freight Lines

Joint Casual, Tolefree, was dispatched as heavy driver. After
Council #7 completing local delivery, Tolefree was returned to yard, was
Dispute then sent to Colgate and worked until noon. At that time was brought
back to terminal and clocked out. Claims full day's pay.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
8-7-3157 Security Transportation

Joint Company has changed the pay procedure - now claiming that
Council #7 by past practice it should remain as it was. Union claiming
Dispute difference in pay between new and old method of computing pay.
Company claims figures are accurate and that men should be
paid as per time slips.

DECISION: (Main Committee - Transcript Page 179 - 8/15/67)
M/m/s/c/ that the claim of the Union be denied based on the facts in this case.

Case # Local 70, Oakland, California, and
8-7-3158 Transcon

O-T-R Claiming runaround time at the time and a half rate for the top
Dispute local men on the wheel. Company sent line drivers from Oklahoma
City to Salinas to pick up loads, then came back through Alameda
County and then on through to Los Angeles.

DISPOSITION: Settled and Withdrawn.

Case # Local 70, Oakland, California, and
8-7-3159 Wells Cargo

Joint Union claims that diatomaceous earth falls under the description
Council #7 of "Resin Sacks" and thus should be paid the additional dollar per
Dispute day. Union claims that employee be paid all back monies due
from handling special freight.

DECISION: (Main Committee - Transcript Page 81 - 8/15/67)
M/m/s/c/ the claim of the Union be denied.

Case # Local 70, Oakland, California
8-7-3160 Local 315, Martinez, California, and
Encinal Terminals

Joint Local 315 line driver made pickups and deliveries in Local 70's
Council #7 jurisdiction. Requesting day's pay for Local 70 man.
Dispute

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California,
8-7-3161 Local 315, Martinez, California, and
Encinal Terminals
Joint
Council #7 Union claiming Local 315 man performing work belonging to
Dispute Local 70. Making pick-up and delivery in Local 70 jurisdiction.
DISPOSITION: Withdrawn.

Case # Local 70, Oakland, California,
8-7-3162 Local 315, Martinez, California, and
Encinal Terminals
Joint
Council #7 Union claims 315 men performing pick-up and delivery work in
Dispute Local 70 jurisdiction. Request pay for Local 70 man.
DISPOSITION: Postponed.

Case # Local 81, Portland, Oregon, and
8-7-3163 Consolidated Freightways
O-T-R
Dispute The Union contends that sometimes a man has to postpone his
vacation and that he should have his vacation pay when it is due
and this amount should be paid before he goes on vacation.
DECISION: (Main Committee - Transcript Page 147 - 8/15/67)
M/m/s/c/ that the practice of the Company's paying vacation continue unless mutually
agreed to otherwise change.

Case # Local 81, Portland, Oregon, and
8-7-3164 Consolidated Freightways, Inc.
O-T-R
Dispute The Union contends that Cyr and Harmsen were dispatched to
Denver via Los Angeles with doubles. At Los Angeles they hooked
up a jeep converter and semi box and continued to Denver. At
Denver they dropped jeep converter and semi and picked up
doubles and returned. Since the men were dispatched with doubles
from Portland to Denver via Los Angeles, they should receive
the double bottom rate of pay to destination.

DECISION: (Main Committee - Transcript Page 150 - 8/15/67)
M/m/s/c/ that the claim of the Union be upheld.

Note: Case #8-7-3165 is governed by this decision.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
8-7-3165 Consolidated Freightways

O-T-R The Union contends that drivers were dispatched from Chicago
Dispute to Seattle with doubles. They arrived in Seattle and were dispatched
to Silver Eagle. At Silver Eagle they were dispatched to Portland
with a semi. Their order in Chicago said Chicago to Seattle
and not to Portland, although their final destination was Portland.
From Seattle to Portland they did not receive double bottom pay
rate.

DECISION: (Main Committee - Transcript Page 153 - 8/15/67)
The decision in Case #8-7-3164 applies.

Case # Local 81, Portland, Oregon, and
8-7-3166 Consolidated Freightways, Inc.

O-T-R On April 27, 1967, Mr. Wellman was dispatched to Minneapolis
Dispute with a double bottom. At Big Stone he dropped one box because
in Minnesota it is a State Law that you cannot pull doubles. On
April 27, 1967, Mr. Wellman was dispatched to Minneapolis but
was paid 1,634 miles at .0645 rate and 176 miles at the .06075 rate,
which is the semi rate. The 176 miles should have been paid at
the double bottom rate.

DECISION: (Main Committee - Transcript Page 154 - 8/15/67)
M/m/s/c/ because of the State law the claim is denied.

Case # Local 81, Portland, Oregon, and
8-7-3167 Exley Express

O-T-R Local 81 is in dispute with Exley Express over wait time pay
Dispute claim for time spent at a road blockade. This delay was caused
by insufficient chains due to snow in California. The trucks were
carrying six chains, but 8 chains are required by California.

DECISION: (Main Committee - Transcript Page 157 - 8/15/67)
M/m/s/c/ the claim of the Union be denied.

Case # Local 81, Portland, Oregon, and
8-7-3168 Garrett Freightlines, Inc.

O-T-R Local 81 is in dispute with Garrett Freightlines over runaround
Dispute claim for 14.5 hours pay for Robert Stedman on April 6, 1967.

DECISION: (Alternate Main Committee - Transcript Page 13 - 8/17/67)
M/m/s/c/ that this case be remanded back to the parties for additional facts and
possible settlement.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
8-7-3169 Nehalem Valley Freight Lines

O-T-R The Union contends that the run to St. Helens is a regular run
Dispute as it runs to St. Helens 5 days a week and two of those days the
run is extended to Vernonia. The same man is run to St. Helens
every day and the Union contends that this run is to be put up
for bid for the senior men as this is a regular run and all
regular runs are to be placed up for bid.

DECISION: (Main Committee - Transcript Page 441 - 8/17/67)
M/m/s/and Deadlocked that the claim of the Union be upheld.
M/m/s/and did not receive a majority vote 'that this case go to arbitration.'

Case # Local 81, Portland, Oregon, and
8-7-3170 Pierce Freightlines

O-T-R This dispute involves drivers Cardwell and Sharp who are the
Dispute regular Portland to Roseburg turn drivers. On numerous occasions
these drivers have been dispatched to Albany, Corvallis, Lebanon
and Eugene when Roseburg freight was available and which was
delivered by other Pierce equipment.
The Company contends that they are not in violation of the
dispatch rules.

DECISION: (Main Committee - Transcript Page 572 - 8/18/67)
M/m/s/c/ that this matter be referred back to the parties for settlement.

Case # Local 81, Portland, Oregon,
8-7-3171 Local 741, Seattle, Washington, and
Portland-Seattle Freightlines

O-T-R A dispute exists between Locals 81 and 741 and Portland-Seattle
Dispute Auto Freight regarding Item 12 of the Company's proposed dispatch
rules, which reads as follows:
(12) In the event of failure of freight to materialize in sufficient
quantities to match the 8 Seattle bid positions with the equal
number of Portland bids, then the determination of which bid
position will operate, on such mis-matched schedule shall be made
on the basis of where that particular load has materialized. This
rule will be subject in its application to the availability of equipment
and/or drivers at either end.

DECISION: (Main Committee - Transcript Page 554 - 8/17/67)
M/m/s/c/ that the proposed dispatch Rule No. 12 be adopted.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 81, Portland, Oregon, and
8-7-3172 Sites Silver Wheel Freightlines, Inc.

O-T-R Local 81 contends that Sites cancelled the regular bid driver from
Dispute Portland to Pendleton and utilized the Enterprise run to drop one
box, the LaGrande run to drop one box; also the Baker run to drop
one box. The Company contends that all intermediate runs be
cancelled and run off the extra board.

DECISION: (Main Committee - Transcript Page 424 - 8/17/67)
M/m/s/c/that the claim of the Union be upheld and the parties are instructed to sit
down and agree as to what the extent of the runaround is.

Case # Local 85, San Francisco, California, and
8-7-3173 Airport Drayage

Joint Union claims holiday and weekend overtime rotated these two men,
Council #7 were not called in correct rotation. Union claims men be paid for
Dispute May 30, 1967 at double time.

DISPOSITION: Settled and Withdrawn.

Case # Local 85, San Francisco, California, and
8-7-3174 California Motor Transport

O-T-R Local 85 is claiming California Motor Transport is in violation of
Dispute the agreement for closing a terminal and improperly discontinuing
a run without going through the Change of Operations Committee.

DISPOSITION: Settled and Withdrawn.

Case # Local 85, San Francisco, California, and
8-7-3175 Emery Air Freight

Joint Union claims casual not allowed to work the 13 days necessary to
Council #7 gain seniority due to subterfuge when other casuals were worked.
Dispute Union claims pay for man whenever a junior man was worked.

DISPOSITION: Settled and Withdrawn.

Case # Local 87, Bakersfield, California, and
8-7-3176 Carey Truck Lines

Oilfield Union claims Company in violation of local wage agreement by using
Dispute line drivers to make deliveries. On March 6/67, at 8:30 a.m. Truck #7
and #532 going to E. Bakersfield had two deliveries. Company has a
terminal in Bakersfield. Same problem as before - using line and
shortline to make deliveries in Bakersfield. Working under Oilfield
Contract. Company - 1750 and 1751- peddle line from Local 224. One
shipment with split delivery.

DECISION: ((Main Committee - Transcript Page 71 - 8/15/67)
M/m/s/c/ the claim of the Union be denied based on the specific facts in this case.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 137, Marysville, California, and
8-7-3177 Peters Truck Lines

O-T-R Union claims runaround when Yreka driver pulled Redding driver's
Dispute run to Oakland. Union claims Redding based bid driver was
runaround by Yreka based driver. Redding driver is bid on 5
Oakland turns per week.

DISPOSITION: Settled and Withdrawn.

Case # Local 180, Los Angeles, California, and
8-7-3178 Consolidated Freightways

O-T-R Hilty and Taylor arrived in Los Angeles at 10:00 a.m. on April 8/67.
Dispute When they arrived in Los Angeles they asked to be put on by-pass
and the Company refused, telling them they were going to have to
go out that evening. The Company then went on Lockout and they
cancelled all the runs. When they resumed operation they ran a team
around these men, resulting in a 33 hour runaround which these
men are claiming.

DECISION: (Main Committee - Transcript Page 540 - 8/17/67)
M/m/s/c/ the claim be denied.

Case # Local 180, Los Angeles, California, and
8-7-3179 Consolidated Freightways

O-T-R On April 12/67 the lockout was declared over and the Company started
Dispute normal operations. The Company did not call this bid man for his
run on his day. The Local Union therefore takes the position that
this man is entitled to all time spent at the hourly rate until he was
dispatched out.

DISPOSITION: Lockout - Remanded back to the parties.

Case # Local 180, Los Angeles, California, and
8-7-3180 DC International

O-T-R Case #9666: Local 180 takes the position that Brunick and Jones
Dispute are entitled to 7 hours pay at \$3.50 per hour, a total of \$24.50
for each man. This team was dispatched to St. Louis but were
stopped in Kansas City. The Company contends because of an
unauthorized strike in St. Louis.
Case #9667: Local 180 takes the position that Redman is entitled
to five hours pay at the regular rate of pay. Redman was dispatched
to St. Louis but due to a labor dispute in St. Louis, this team was
instructed to pull into Kansas City and they were turned there after
being held there for 5 hours.

DECISION: (Main Committee - Transcript Page 183 - 8/15/67)
M/m/s/c/ that the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
8-7-3181 DC International

O-T-R Local 180 takes the position that between April 24, 1967 and May
Dispute 6, 1967, DC International mis-dispatched approximately sixty loads
of freight around Los Angeles based sleeper teams. We contend
that the Company knowingly mis-dispatched this freight in violation
of their normal methods and routes as operated under their Change
of Operations approved agreement. We request that all the Los
Angeles based men be compensated for all time lost due to the
violations and mis-dispatches stated above.

DECISION: (Main Committee - Transcript Page 372 - 8/16/67)
This case was settled on the basis that the four teams be paid, the balance of the claims
denied.

Case # Local 180, Los Angeles, California, and
8-7-3182 DC International

O-T-R Local 180 takes the position that Howard McCurry is entitled to
Dispute mileage rate of pay from Los Angeles to St. Louis. McCurry was
not on the Truck #662 which is his regular bid unit, at the time it
was left in St. Louis due to the lockout, but after the lockout was
over he was deadheaded to St. Louis to bring it back to Los Angeles.
Therefore, he is entitled to mileage plus transportation minus the
eight hours we understand he has been paid.

DECISION: (Main Committee - Transcript Page 187 - 8/15/67)
M/m/s/c/ due to the settlement in connection with the lockout, the claim of Howard
McCurry for miles to St. Louis is denied.

Case # Local 180, Los Angeles, California, and
8-7-3183 Illinois-California Express

O-T-R Local 180 takes the position that an unspecified number of claims
Dispute for delay and work time which were the result of a change in dispatch
procedures and equipment assignment - these changes were made
without consultation with/or approval of the Local Union.

DISPOSITION: Postponed.

Case # Local 180, Los Angeles, California, and
8-7-3184 L.A. Seattle Motor Express

O-T-R Local 180 takes the position that Los Angeles-Seattle Motor Express
Dispute owes Joe Parrish and McClure a Seattle trip on February 21, 1967.
They were given a dispatch time upon arrival in Los Angeles and
were later cancelled. The Company sent two teams off of the extra
board out at 4:00 a.m. and 5:00 a.m. This bid team was to depart
at 5:30 a.m. This team arrived at 9:00 p.m. They are entitled
to the trip.

DECISION: (Main Committee - Transcript Page 534 - 8/17/67)
M/m/s/c/ that the claim of the Union be upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
8-7-3185 Los Angeles-Seattle Motor Express

O-T-R Local 180 takes the position that LASME owes Joe Comeaux and
Dispute George Johnson a Seattle trip on February 22, 1967.

DISPOSITION: Settled and Withdrawn.

Case # F. Herron had asked for a trip off, which was pulled by his partner
8-7-3186 and an extra man (Conklin). When they arrived back in Los Angeles,
the Company had set them up to turn back out, but they did not
O-T-R call Herron who should have been called as it was his position.
Dispute The Union takes the position that the Company ran two extra men
around Herron and as he had only asked for a trip off should be
compensated for 45 hours runaround at \$3.25 per hour, or a total
of \$146.25.

DECISION: (Main Committee - Transcript Page 358 - 8/16/67)
M/m/s/c/ the claim be denied.

Case # Local 180, Los Angeles, California, and
8-7-3187 Pacific Intermountain Express

O-T-R Case #9681: Local 180 takes the position that the team of Middleton
Dispute and Buss were runaround some 159 hours in St. Louis, Missouri,
and should be paid for this time at the applicable rate under the
contract.

Case #9682: Local 180 takes the position that drivers Beckman,
and Curry - Sherwood and Richey - Hawkins and Danley are entitled
to be paid under the impassable highway provision due to the wildcat
St. Louis strike.

DISPOSITION: Settled and Withdrawn.

Case # Local 180, Los Angeles, California, and
8-7-3188 Pacific Intermountain Express

O-T-R Zuver was on layover in Oakland and his 8 hours statutory rest
Dispute was up at 3:30 p.m. on April 1, 1967. A sleeper team (Flowers
and Nehring) pulled a load out of Oakland at 4:23 p.m. April 1, 1967
and Zuver was not dispatched until 10:21 p.m. April 1, 1967.

DISPOSITION: Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
 8-7-3189 Pacific Intermountain Express

O-T-R Local 180 takes the position that LeCrone and McCoy are entitled
 Dispute to 26 hours pay at \$3.25 per hour - a total of \$84.50 for each man.

DISPOSITION: Withdrawn.

Case # Local 208, Los Angeles, California, and
 8-7-3190 Asbury Transportation

Master It is the contention of the Local Union that the Company is farming
 Dispute out Local 208 work in violation of Article 32 (b) Paragraph 2, of
 the Freight Agreement.

DISPOSITION: Withdrawn.

Case # Local 208, Los Angeles, California, and
 8-7-3191 Delta Lines, Inc.

Master Local 208 protests Company's practice of sub-contracting under
 Dispute the guise of interlining.

DISPOSITION: Withdrawn.

Case # Local 208, Los Angeles, California, and
 8-7-3192 Griley Security Freight Lines

Master It is the Union's contention (John Simpson) that the Company is
 Dispute farming out freight to Marrow Trucking into areas that Griley
 Security has always serviced.

DISPOSITION: Withdrawn.

Case # Local 208, Los Angeles, California, and
 8-7-3193 Los Angeles-Seattle Motor Express

Sub- Local 208 on behalf of James Rose, et al, protests Company's
 Contracting practice of interlining freight into areas where Company has rights
 to operate at times when regular employees are laid off.

DISPOSITION: Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3194 O.N.C. Motor Freight System

Interpre- "The Local Union requests an interpretation of the last sentence
tation in Article 5, Section 6 (b) (2) which states, 'he shall exercise
his Company seniority for layoff purposes and all other contract
benefits.'" Does all other contract benefits mean bidding for
vacation and premium day work?

DECISION: (Main Committee - Transcript Page 191 - 8/15/67)
M/m/s/c/ that Case #8-7-3194 be referred to the Southern California Joint State
Committee for hearing.

Case # Local 208, Los Angeles, California, and
8-7-3195 Transcon Lines

Interpre- For and on behalf of Local 208: We would like an interpretation
tation on the new vacation clause in the contract. Robert Lakin completed
his ten years of service with the Company November, 1966. His
choice of vacation for the year of 1967 was July. The Company
takes the position that having completed his ten years in 1966 and
taking his vacation July, 1967, does not entitle him to the three
weeks under the Agreement until the following year.

DECISION: (Main Committee - Transcript Page 193 - 8/15/67)
M/m/s/c/ Case #8-7-3195 be referred back to the Southern California Joint State
Committee to be heard as a factual case.

Case # Local 208, Los Angeles, California, and
8-7-3196 Willig Freight Lines

Master The Union claims that the employer maintains a well established
Dispute and documented practice of refusing to replace employee, local
freight drivers, within the bargaining unit due to the absence of
such employees for cause.

DISPOSITION: Withdrawn.

Case # Local 222, Salt Lake City, Utah, and
8-7-3197 Garrett Freightlines, Inc.

O-T-R A Salt Lake based sleeper team of Carpenter and Larson were dis-
Dispute patched from Salt Lake City to their lay point at Emeryville where
they arrived at 15:15 on April 8/67. Upon their arrival they were
first told that they would turn, but were then placed off duty and did
not get out for 4-3/4 hours. It is the Union's position that the entire
time should be paid since the load and bills were ready.

DECISION: (Main Committee - Transcript Page 373 - 8/16/67)
M/m/s/c/ the claim of the Union be upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
8-7-3198 Garrett Freightlines

O-T-R On May 14, 1967, several of the Company's Salt Lake based sleeper
Dispute teams enroute to Denver were delayed at Rock Springs, Wyoming
because of snow conditions making the highways impassable.
Sleeper driver Dennis Frazier paid for the lodging for several of
the drivers and now seeks reimbursement from the Company in
the amount of \$14.35.

DISPOSITION: Withdrawn.

Case # Local 222, Salt Lake City, Utah, and
8-7-3199 Garrett Freight Lines

O-T-R Salt Lake sleeper team of Russell and Sudweeks arrive at their
Dispute lay point in Denver at 02:00 on 4/17/67. The Union contends that
although the load and bills were ready and they were told they would
turn within 30 minutes, they were put off duty. The Union is claiming
11 hours abuse of free time.

DISPOSITION: Withdrawn.

Case # Local 222, Salt Lake City, Utah, and
8-7-3200 I. M. L. Freight, Inc.

O-T-R The Union claims 7-3/4 hours per man for a Salt Lake sleeper
Dispute team which was deadheaded by air to Chicago to pick up equipment
and loads when the industry went back to work at the end of the
suspension of operations in April of 1967.

DISPOSITION: Lockout - Company to pay a total of 8 hours plus transportation.

Case # Local 222, Salt Lake City, Utah, and
8-7-3201 I. M. L. Freight, Inc.

O-T-R Wensel was in Twin Falls in a private plane which he was flying
Dispute and stated that since he did not feel he could make it back to Salt
Lake by 16:30, he asked for a trip off which the Company granted.
Later he found that his truck did not leave until 20:30, which
dispatch time he could have made by flying from Twin Falls. He
claims a runaround of a full trip from Salt Lake City to Louisville,
Kentucky and return.

DECISION: (Main Committee - Transcript Page 379 - 8/16/67)
M/m/s/c/ the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
8-7-3202 I. M. L. Freight

O-T-R Salt Lake sleeper team Parham and Ames arrived at their lay point
Dispute at Oakland on January 3, 1967, on Tractor #3066. Salt Lake sleeper
Tractor #3042 was already in Oakland on layover ahead of #3066.
Thereafter, Salt Lake sleeper Tractor #3074 arrived in Oakland on
second dispatch and departed at 20:30. Tractor #3042 did not get out
until 21:15, Tractor #3042 filed a runaround claim for 45 minutes
and the Company paid it. Tractor #3066 (Parham and Ames) were
dispatched at 02:30 the next morning and now file a claim for 5-1/2
hours runaround for the time between the departure of Tractor #3042
and #3066.

DECISION: (Main Committee - Transcript Page 383 - 8/16/67)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 222, Salt Lake City, Utah, and
8-7-3203 I. M. L. Freight

O-T-R Edward R. Blevins is a Salt Lake based sleeper driver. He returned
Dispute to Salt Lake City from a run on November 4, 1966 and requested a
trip off. The dispatcher said he would put him on the sick list.
Blevins did not report in and when his truck returned and was next up,
he was not called. He claims a runaround for this trip.

DECISION: (Main Committee - Transcript Page 386 - 8/16/67)
M/m/s/c/ that the claim of the Union be upheld.

Case # Local 222, Salt Lake City, Utah, and
8-7-3204 I. M. L. Freight, Inc.

O-T-R Grant L. Talmadge is a Salt Lake City line driver. He formerly
Dispute drove equipment which had been leased by I. M. L. beginning such
lease driving December 7, 1955. He was placed on the Company's
seniority list as a company employee May 13, 1957. His length of
vacation time is based on his lease date of 12/7/55 and his seniority
date for all other purposes is May 13, 1957. Mr. Talmadge now
claims that the date of 12/7/55 should be the date he is entitled to
use for bidding vacation schedules.

DECISION: (Main Committee - Transcript Page 389 - 8/16/67)
M/m/s/c/ that the Company has properly applied the seniority of this individual.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

Case # Local 222, Salt Lake City, Utah, and
8-7-3205 I. M. L. Freight, Inc.

O-T-R Cloyd G. Gines is a Salt Lake based sleeper driver. His bid tractor
Dispute went into the shop for repairs following its arrival in Salt Lake City
at 04:15 on January 25th. On January 28th, the tractor was returned to
service and the Company attempted to call Gines several times
between 13:30 and 15:00, but was not able to reach him. The second
rest driver had been called and given a departure time of 16:00 .
The tractor went out at 16:30 with an extra board man who was called
at 15:00 when the Company was unable to contact Gines.
It is the Union's position that Gines was at home available all day
on January 28, except for two hours between 13:00 and 15:00 and
that he should receive the runaround.

DECISION: (Main Committee - Transcript Page 396 - 8/16/67)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 222, Salt Lake City, Utah, and
8-7-3206 I. M. L. Freight, Inc.

O-T-R Salt Lake sleeper team of Maxwell and Marrs were at their lay
Dispute point in Sacramento at the beginning of the suspension of operations
in April, 1967. The Union claims pay as abuse of free time for
all hours at the lay point (18-1/2 hours per man in this case),
contending (1) that the Company dispatched the team from Salt Lake
with prior knowledge of the impending suspension of operations,
and therefore should pay all time; (2) that loads and bills were
available and ready at the lay point and therefore it is an abuse of
free time.

DECISION: Lockout - claim of the Union denied. Company instructed to pay
layover only)

Case # Local 222, Salt Lake City, Utah Local 976, Ogden, Utah,
8-7-3207 Local 483, Boise, Idaho
Local 983, Pocatello, Idaho, and

Master Intermountain Operators League
Dispute I. M. L. Freight, Inc.
Pacific Intermountain Express

Under the terms of the "Memorandum of Understanding on Riders"
as agreed to in the recent negotiations, Joint Council #67 has not
been able to come to any agreement with the Employers involved
with the following Riders:

- (1) Rider #327 (MS-77)
Short -line Operations
- (2) Guide for classifying Dockmen, Loaders Helpers & Checkers

Local 222 in behalf of Joint Council #67 requests the JWAC to
resolve these issues.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
8-7-3208 Pacific Intermountain Express

O-T-R Salt Lake sleeper team Burcher and Todd were dispatched to
Dispute Missoula, Montana, their lay point, and arrived at 08:20 on
February 3rd. They were dispatched at 18:15 with empty trailers
to Spokane. It is the Union's position that the men were never
properly relieved from duty and that the entire time at the lay
point should be paid.

DISPOSITION: Withdrawn.

Case # Local 223, Portland, Oregon, and
8-7-3209 Pierce Freight Lines

Master Recognition of bargaining unit. The Union had complied with the
Dispute provisions of the contract by having the bargaining cards cross
checked by the office of the Oregon State Conciliation and Mediation
Service and had been recognized by the Company.

DECISION: (Main Committee - Transcript Page 132 - 8/15/67)
M/m/s/c/ that Case 2-147 applies in this case.

Case # Local 224, Los Angeles, California, and
8-7-3210 Garrett Freightlines, Inc.

O-T-R Local 224 on behalf of John E. Christy claims 32-1/2 hours mis-
Dispute dispatch when an extra man was sent out on his regular bid run.
Claim record #202305, dated 4/24/67. (Case #9635)

Case #9636: Local 224 on behalf of John E. Christy claims 35
hours mis-dispatch when an extra man was sent out on his regular
bid run. Claim record #290262, dated 5/29/67.

DISPOSITION: Settled and Withdrawn.

Case # Local 224, Los Angeles, California, and
8-7-3211 Lee Way Motor Freight, Inc.

O-T-R Local 224 on behalf of Alden Everett claims \$26.00 eight hour
Dispute minimum guarantee on 4/8/67.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
8-7-3212 Milne Truck Lines

O-T-R Local 224, on behalf of the members employed at Milne Truck
Dispute Lines claims monies for cab fare at Las Vegas, Nevada. Further
information will be presented at the hearing.

DECISION: (Main Committee - Transcript Page 169 - 8/15/67)
M/m/s/c/ that the decision in the ICX case which has always been the yardstick,
of seven-tenths of a mile, be the decision in this case and govern the facts.

Case # Local 224, Los Angeles, California, and
8-7-3213 Milne Truck Lines, Inc.

O-T-R Local 224 on behalf of Forest J. Kennedy claims all money lost
Dispute on 2/18/67 due to a sleeper team being improperly split in Las
Vegas, Nevada.

DECISION: (Main Committee - Transcript Page 175 - 8/15/67)
M/m/s/c/ that the claim be denied.

Case # Local 224, Los Angeles, California, and
8-7-3214 O.N.C. Motor Freight System

O-T-R Local 224 on behalf of the members employed by O.N.C. requests
Dispute the Joint State Committee to instruct the Company to continue
paying for time spent making I.C.C. equipment checks as they
have in the past.

DECISION: (Main Committee - Transcript Page 304 - 8/16/67)
M/m/s/c/ that the decision by the Southern California State Committee, #SC-6-6-7392,
be the decision of this committee and the claim of the Union be upheld.

Case # Local 224, Los Angeles, California, and
8-7-3215 O. N. C. Motor Freight System

Master Case #9414: Local 224 claims money due John Flores. Mr. Flores
Dispute claimed partial unemployment benefits. The Company made an
inaccurate statement and caused him to be denied benefits. We
Claim \$46.20.

Case #9415: Local 224 on behalf of Virgil Monasco claims \$28.69
due as partial payment for unemployment benefits. His claim
was denied because the Company made inaccurate statements on
their report to the Department of Employment.

DECISION: (Main Committee - Transcript Page 194 - 8/15/67)
M/m/s/c/ based on the terms of the National settlement the claim be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 235, Orange, California, and
8-7-3216 Moisi & Son Trucking

O-T-R This involves Albert L. Torres. Claim is for wages, hours
Dispute and subsistence. Claim is for approximately \$1,576.06.

DISPOSITION: Postponed.

Case # Local 287, San Jose, California, and
8-7-3217 California Cannery & Growers

Joint On April 10, 1967, Articles 38 and 45 were violated by the
Council #7 Company. Eight hours pay for claimant being sought for Homer
Dispute Williams.

DECISION: (Main Committee - Transcript Page 236 - 8/16/67)
M/m/s/c/ based on the facts presented in this case the claim of the Union be denied.

Case # Local 287, San Jose, California, and
8-7-3218 California Cannery & Growers

Joint On April 17, 1967, Company violated Article 38, 39, and 45.
Council #7 Eight hours pay being sought for Perez.
Dispute

DISPOSITION: Withdrawn.

Case # Local 287, San Jose, California, and
8-7-3219 Dart Transportation

O-T-R Local 287 is protesting the use of line drivers dropping freight
Dispute at Gilroy which is within the jurisdiction of Local 287.

DISPOSITION: Withdrawn.

Case # Local 287, San Jose, California, and
8-7-3220 Navajo Freight Lines

Joint Bumping on overtime. Man sent to consignees with load, unloads
Council #7 and instead of being left at consignees to unload additional trucks
Dispute was relieved and returned to terminal. Request 2-1/4 hours at
time and one-half start time.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 287, San Jose, California, and
8-7-3221 Navajo Freight Lines

Joint Sleeper team made a drop of 7,300 lbs. Union claims this is local
Council #7 work. Request one day's pay for next man on rotation shift.
Dispute

DECISION: (Main Committee - Transcript Page 336 - 8/16/67)
M/m/s/c/ that based on the fact that the terminal was open that the claim of the Union
is upheld.

Case # Local 315, Martinez, California, and
8-7-3222 Acme Transportation

O-T-R Money claim for Elmore. Union is claiming a day's pay for Elmore.
Dispute Company called in a non-Teamster to perform work which is
normally done by Teamsters.

DECISION: (Main Committee - Transcript Page 598 - 8/18/67)
M/m/s/c/ based on the evidence submitted, the claim of the Union be denied.

Case # Local 386, Modesto, California, and
8-7-3223 Delta Lines

O-T-R Union claims pay for W. Want, C. J. Bowling and H. Olive when
Dispute Company used line drivers to do local work.

DISPOSITION: Postponed.

Case # Local 467, San Bernardino, California, and
8-7-3224 Paxton Trucking Company

Oilfield Teamsters Local 467 hereby files a grievance under Article 43,
Dispute Section 5, of the Over-The-Road Supplemental Agreement and
National Master Freight Agreement against Paxton Trucking Company
on behalf of Harold Creech and George T. Thixton for the difference
in regular H. D. pay and permit pay under the Oilfield Agreement.
The violation occurred May 5/67.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 468, Oakland, California, and
8-7-3225 Bigge Drayage Company

O-T-R Local 468 is claiming a runaround for Joe Stanek on March 17/67.
Dispute Driver was sent home because of a shortage of work. Company sent the last five loads to Newport and Portland, Oregon via piggyback.

DECISION: (Main Committee - Transcript Page 510 - 8/17/67)
M/m/s/c/ that the drivers and equipment being available on Friday evening, that they be compensated for all loads pigged Friday evening to Oregon.
Note: Cases #8-7-3225 and #8-7-3226 were heard together.

Case # Local 468, Oakland, California, and
8-7-3226 Bigge Drayage

O-T-R Runaround claims for Kiley, Keller, Bennett and Tinnell. Union
Dispute is claiming runarounds for loads that were piggybacked to Oregon.

DECISION: The decision in Case #8-7-3225 applies.

Case # Local 468, Oakland, California, and
8-7-3227 Exley Express

O-T-R Money claim for William Reynolds. Union is claiming eight hours
Dispute pay on April 8/67. A sleeper team from Portland dropped a trailer in the Oakland yard, picked up a trailer at Oakland, went to Santa Rosa, made a pick-up then to Castroville-Moss Landing-Salinas area for pick-up, then to Lodi. Local 468 is claiming that the sleeper team was doing shortline work which has been performed by 468 drivers.

DECISION: (Main Committee - Transcript Page 203 - 8/15/67)
M/m/s/c/ that the claim of the Union under the facts in this case be denied.

Case # Local 468, Oakland, California, and
8-7-3228 Garrett Freightlines

Seniority Seniority rights for Al Carcopa. Local 468 is claiming that the
Dispute Company did not send termination notices under the contract, and that they put on other men and did not call back Carcopa in seniority position. Calling him back to pull trips behind men that were hired after him.

DECISION: (Main Committee - Transcript Page 502 - 8/17/67)
M/m/s/c/ that Mr. Carcopa's seniority with Garrett Freight Lines shall be as of the date of the last trip that he pulled in which he was not properly terminated and there shall be no back pay claims in this case.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
8-7-3229 Shippers Express

O-T-R Money claim for Wright. Union claiming a runaround on May 11/67.
Dispute Company sent a San Jose driver to San Leandro to pick up a load and then was dispatched to Los Angeles. Wright was cancelled out that evening due to lack of freight. Claiming a Los Angeles runaround.

DECISION: (Main Committee - Transcript Page 353 - 8/16/67)
M/m/s/c/ based on the facts in this case, the claim of the Union be denied.

Case # Local 483, Boise, Idaho, and
8-7-3230 Consolidated Freightways, Inc.

O-T-R Ralph Bowen is a Boise line driver with a bid run from Boise to
Dispute Winnemucca, layover and return. On Saturday, March 11/67, Bowen returned to Boise at 03:45. His rest would have been up at 11:45. A sleeper team arrived at Boise at 08:30 and departed Boise at 10:00 with a straight load of canned goods destined for San Francisco. It is the Union's position that he should be paid a runaround when he was cancelled and the sleeper pulled the canned goods.

DECISION: (Alternate Main Committee - Transcript Page 6 - 8/17/67)
M/m/s/c/ that based upon the facts in Case #8-7-3230 the claim of the Union be upheld.

Case # Local 483, Boise, Idaho, and
8-7-3231 Garrett Freightlines, Inc.

O-T-R On or about May 3, 1967, a Portland extra board driver was dis-
Dispute patched from Pasco where he had been on layover into Boise where he took another layover and was then dispatched from Boise direct back to Portland. The Union claims a runaround for the top Boise extra board driver.

DISPOSITION: Settled and Withdrawn.

Case # Local 483, Boise, Idaho, and
8-7-3232 Pacific Intermountain Express

P & D On May 4/67 a Salt Lake based line driver delivered a load of metal
Dispute fence posts (in excess of 40,000 lbs, a solid load) at a government installation at Burley, Idaho, unloaded the posts at Burley and returned to Salt Lake City. It is the Union's position that such deliveries at Burley constitute local work from the Twin Falls area and claims a day's pay for the senior man on layoff at Twin Falls.

DECISION: (Committee for Local Operations - Transcript Page 234 - 8/17/67)
M/m/s/c/ that because Burley is outside the local pick-up and delivery radius of Twin Falls the claim be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 495, Los Angeles, California, and
8-7-3233 T.I. M. E. Freight, Inc.

Automotive Local 495 in behalf of Alfonso Macias requests that he be paid four
Dispute days at the applicable rate when persons outside of bargaining unit
performed Local 495 work.

DECISION: (Main Committee - Transcript Page 303 - 8/16/67)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 542, San Diego, California, and
8-7-3234 Garrett Freightlines

O-T-R Claim for a runaround. On April 6th and 7th, 1967, the Company
Dispute put Leroy Larson on layoff status and used a local pick-up and
delivery man to make the line run to Los Angeles and return.

DISPOSITION: Settled and Withdrawn. (Main Committee-Transcript Page 77)

Case # Local 551, Lewiston, Idaho, and
8-7-3235 Garrett Freight Lines

O-T-R Sleeper teams depriving Lewiston domicile drivers of work. Union
Dispute claims Lewiston-Butte trip pay for Leonard Johnson sleeper trip
of March 27, 1967.

DECISION: (Alternate Main Committee - Transcript Page 2 - 8/17/67)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 692, Long Beach, California, and
8-7-3236 Owl Truck & Construction

O-T-R The Union wishes to protest the seniority violation of Frank
Dispute Porter.

DISPOSITION: Settled and Withdrawn.

Case # Local 741, Seattle, Washington, and
8-7-3237 Consolidated Freightways

O-T-R Local 741 requests work around pay for the most senior driver
Dispute qualified for heavy-duty work when on June 2/67, at 0100, an Oakland
sleeper team, Anderson and Wisner, with tractor 18/942 pulled
trailer 91/8313, dolly 01500 and trailer 91/381 from Seattle to Tacoma
loaded with Seattle to Tacoma freight.

DECISION: (Main Committee - Transcript Page 365 - 8/16/67)
M/m/s/c/ the claim of the Union be upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
8-7-3238 Pacific Intermountain Express

O-T-R Seattle based sleepers when on layover in Chicago are entitled to
Dispute be dispatched to points within the Western States, prior to Chicago
teams being dispatched to Western States points.. We feel this is
in keeping with the general dispatch rules as per Western States
Over-The-Road Supplements.

DISPOSITION: Postponed.

NOTE: This case has been Withdrawn as per letter received in the Freight
Division dated September 15, 1967.

Case # Local 741, Seattle, Washington, and
8-7-3239 Sea-Land Service,
Consolidated Freightways

Master The premium rate paid to casual employees becomes his base rate
Dispute and overtime should be paid on said base rate, at the total "per hour"
wage in any classification he may work in.

DECISION: (Main Committee - Transcript Page 361 - 8/16/67)
M/m/s/c/ the claim of the Union be upheld.

Case # Local 775, Denver, Colorado, and
8-7-3240 Navajo Freight Lines, Inc.

Automotive Perl Peters protests the elimination of the bid working foreman's
Dispute job and requests it be reinstated.

DISPOSITION: Postponed.

Case # Local 961, Denver, Colorado, and
8-7-3241 Illinois - California Express

O-T-R Lee Conley states: I was unable to obtain my position on the board
Dispute when lockout occurred from Roger Dahlman. I claim similar pay
to Billy McCord's claim. I slid the board on April 23rd and I claim
runaround on the last man in town on April 23rd.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
8-7-3242 Illinois - California Express

O-T-R Ralph E. Godsey states: When I arrived in Denver, April 25/67,
Dispute I was 18 times up on the extra board, behind Pierce and Kay, signed
behind me. Kay was the first one in the lineup after the layoff, and
I.C.X. was advised by Local 961 to put everyone back in their
original position when called back after the lockout. I claim the same
pay as Pierce and McCord and the rest on Claim #3434, Case #32
on June Agenda.

DISPOSITION: Settled and Withdrawn.

Case # Local 961, Denver, Colorado, and
8-7-3243 Illinois - California Express

O-T-R S. V. Pierce states: When I arrived in Denver April 25/67, I was
Dispute 17 times up on board. Kay signed in behind me May 8th, 3:00 p.m.
to Albuquerque. I claim the same pay as Bill McCord on Claim #3434,
Case #32 on June Agenda.

DISPOSITION: Settled and Withdrawn.

Case # Local 961, Denver, Colorado, and
8-7-3244 Illinois - California Express

O-T-R Walter L. Horton states: When I arrived in Denver, April 25th,
Dispute I was 10 times up for a trip on the extra board. Jack Bynum was
signed in behind me on the board, and was dispatched to Pueblo,
Colorado on a turn on the 9th of May, 1967 and arrived in Denver
at 7:00 a.m. on the 9th of May. I claim the hourly rate for all
time since I was by-passed.

DISPOSITION: Settled and Withdrawn.

Case # Local 961, Denver, Colorado, and
8-7-3245 Illinois - California Express

O-T-R Billy B. McCord states: When I arrived in Denver April 25, 1967,
Dispute I was 15 up for the trip on the extra board. Don Moss was signed
in behind me on the board on May 9, 1967 at 9:00 p.m. Don Moss
was dispatched to Los Angeles on a tractor for sleeper cab men.
I claim the hourly rate for all time since I was by-passed.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
8-7-3246 Navajo Freight Lines

O-T-R James E. Dodd states: I and Floyd Smith went as a sleeper team to
Dispute Albuquerque. Upon arrival, the Company sent us to the motel to
get rest so we could solo equipment back to Denver. We were paid
the sleeper cab rate of pay of 12.1 cent per mile. Claim 8 hours
pay for time spent in motel.

DECISION: (Main Committee - Transcript Page 228 - 8/15/67)
M/m/s/c/ the claim of the Union be upheld.

Case # Local 980, Santa Rosa, California, and
8-7-3247 Willig Freight Lines

Joint Union claims that a short line driver is making pickups in Local 980's
Council #7 local pickup jurisdiction.
Dispute Union claims three hours overtime pay for local freight driver
who normally makes this pickup.

DISPOSITION: Postponed.

Case # Local 983, Pocatello, Idaho, and
8-7-3248 Garrett Freightlines, Inc.

Interpre- The Pocatello team of Young and Schall claim \$1.00 in lieu of room
tation on June 20, 1967 at their Denver lay point where they were put off
duty, but did not elect to take eight hours and did not use a room.

DISPOSITION: Settled and Withdrawn.

Case # Local 983, Pocatello, Idaho, and
8-7-3249 Garrett Freightlines, Inc.

O-T-R Two Pocatello sleeper teams arrived at their lay point in Denver
Dispute at approximately 9:00 on July 13/67, were placed off duty and were
told to call the terminal at 15:00. Butikofer and Lau were the second
team. The First team failed to call the terminal at 15:00 as directed,
but did call at 16:00, were told that a load was ready and they
reported to the terminal at 17:00, leaving at 17:30. The second
team (Butikofer and Lau) returned to the Company terminal prior
to 15:00, but were not dispatched until 20:00. The Union, on behalf
of the second team claims 6 hours abuse of free time.

DECISION: (Main Committee - Transcript Page 376 - 8/16/67)
M/m/s/c/ the claim of the Union be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 104, Phoenix, Arizona, and
8-7-3250 T.I.M.E. Freight, Inc.

Discharge Union protested discharge of Charles M. Holden under date of April 21, 1967 following accident on April 14th. Holden was discharged for recklessness .

DECISION: (Main Committee - Transcript Page 285 - 8/16/67)
M/m/s/c/ that Holden be returned to work with full seniority when released from the doctor and no compensation for time lost and the discharge be reduced to a suspension.

Case # Local 180, Los Angeles, California, and
8-7-3251 Transcon Lines

Discharges We feel that Walter S. Benjamin, Charles D. Morse and Miles Hamper were unjustly terminated and that the facts of their cases will confirm our contention, therefore we request that they be reinstated with full seniority and other benefits and be compensated for all time lost.

DECISION: (Main Committee - Transcript Page 405 - 8/17/67)
M/m/s/c/ that Case 3251 be remanded back to the Southern California Joint State Committee and the case be heard on its merits.

Case # Local 208, Los Angeles, California, and
8-7-3252 Santa Fe Trail Transportation

Discharges The Local Union protests the termination of John Pawelski and Bennie Martinez as being predicated upon intimidations, harrassment and design, together with being improper under the applications and procedures of the Freight Agreement now in effect.

DECISION: (Main Committee - Transcript Page 415 - 8/17/67)
M/m/s/c/ there is no violation of Article 44 and the claim of the Union is denied.

Case # Local 224, Los Angeles, California, and
8-7-3253 Chipman Truck Company

Discharge Union protests discharge of James G. Kennedy on May 26, 1967.

DISPOSITION: Settled and Withdrawn.

Case # Local 287, San Jose, California, and
8-7-3254 Encinal Terminals

Discharge Union is protesting the discharge of Beard for recklessness resulting in a serious accident while on duty on March 2, 1967.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 315, Martinez, California, and
8-7-3255 Pacific Intermountain Express

Discharge Union protests the discharge of Leon Casey on April 22, 1967.

DECISION: (Main Committee - Transcript Page 327 - 8/16/67)
M/m/s/c/ based on the evidence in this case that the discharge of Mr. Casey be upheld.

Case # Local 467, San Bernardino, California, and
8-7-3256 Griley Security Freight Lines

Discharges Local 467 hereby files a protest of termination under Article 44 of the National Master Freight and Pick-Up & Delivery Supplemental Agreement against Griley Security Freight Lines on behalf of Local 467 and Clifford Gustin, Leo Bryon and William F. Crowley.

DECISION: (Main Committee - Transcript Page 111 - 8/15/67)
M/m/s/c/ that the claim of the Union be denied and Air Land Company be referred to the appropriate Union in the area in which he is domiciled.

Case # Local 542, San Diego, California, and
8-7-3257 Thomas Marrow Trucking Company

Discharge We believe Marrow Trucking Company to be in violation of Article 44 in regard to the discharge of Clorinda Di Manno, as there is no warning notice on file.

DECISION: (Main Committee - Transcript Page 94 - 8/15/67)
M/m/s/c/ based on the facts in this case, the claim of the Union be denied.

Case # Local 692, Long Beach, California, and
8-7-3258 Harbor Truck Lines

Discharge Local 692 takes the position that John L. Johnson was unjustly dismissed. We ask he be returned to work with full seniority and compensation for all time lost.

DISPOSITION: Postponed.

Case # Local 983, Pocatello, Idaho, and
8-7-3259 Consolidated Freightways

Discharge Glen A. Smith is a Pocatello based line driver with a seniority date of September 11, 1953. He was discharged by the Company on June 9/67 as a result of an incident occurring the evening of June 8th at his layover point at Butte, Montana. The Union contends the discharge is too severe a penalty and asks that Mr. Smith be reinstated.

DECISION: (Main Committee - Transcript Page 398 - 8/17/67)
M/m/s/c/ that the man be returned to work with full seniority, no back pay, and the discharge reduced to a suspension.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
8-7-3260 Western Gillette

Discharge Local 180 protests the termination of John T. Blackwell by Western Gillette on June 8, 1967, because of a serious accident. We feel that the facts pertinent to this situation will uphold our position and contention that this termination is not justified and therefore ask that Blackwell be reinstated with no loss of seniority or other benefits and be compensated for all time lost.

DECISION: (Main Committee - Transcript Page 240 - 8/16/67)
M/m/s/and Deadlocked / based on the facts in this case, the claim of the Union be denied.
Note: This case shall be submitted to umpire handling with Mr. Sam Kagel as the Arbitrator.

Case # Local 495, Los Angeles, California, and
8-7-3261 T.I.M.E. Freight, Inc.

Discharge Local 495 in behalf of Alfonso Maciás protests his discharge and requests that he be reinstated and paid for all time lost.

DECISION: (Main Committee - Transcript Page 297 - 8/16/67)
M/m/s/c/ that the man be returned to work with all seniority rights and no back pay.

Case # Local 208, Los Angeles, California, and
8-7-3262 Garrett Freightlines, Inc.

Discharge Local 208 on behalf of Anthony W. Jiron protests issuance of termination notice dated 6/23/67 contending that same is unfair and unjust.

DECISION: (Main Committee - Transcript Page 462 - 8/17/67)
M/m/s/c/ the resignation of Anthony Jiron is upheld.

Case # Local 208, Los Angeles, California, and
8-7-3263 Delta Lines, Inc.

Discharge It is the contention of the Local Union that the discharge of Walter Smith is unwarranted and unjust. We ask that he be returned to work with full seniority and compensated for all time lost.

DECISION: (Main Committee - Transcript Page 470 - 8/17/67)
M/m/s/c/ that the man be returned to work with full seniority and \$400 compensation for time lost based on the facts presented in this case.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3264 Consolidated Copperstate

Discharge Local 208 on behalf of Robert A. Hernandez protests discharge of June 5, 1967, contending that the grounds are fabrication of fact, baseless, an affront to Hernandez' integrity and a travesty of justice.

DECISION: (Main Committee - Transcript Page 546 - 8/17/67)
M/m/s/c/ that the man be returned to work with full seniority and no back pay.

Case # Local 208, Los Angeles, California, and
8-7-3265 Griley Security Freight Lines

Discharge It is the contention of the Local Union that the discharge of Donald Smith is unfair and unjust, therefore, we request that he be returned to work with full seniority and compensated for each day lost from date of June 5, 1967 to final decision being rendered by the committee.

DECISION: (Main Committee - Transcript Page 433 - 8/17/67)
M/m/s/c/ that based on the facts in this case the voluntary quit slip of the employee stands.

Case # Local 692, Long Beach, California, and
8-7-3266 Rainbow Trucking Company

Discharge We hereby protest the discharge of Frank G. Woods and ask that he be put back to work with full seniority and back pay.

DECISION: (Main Committee - Transcript Page 101 - 8/15/67)
M/m/s/c/ based on the facts in this case the discharge be upheld.

Case # Local 692, Long Beach, California, and
8-7-3267 Griley Security Freight Lines

Discharges Local 692 wishes to protest the terminations of David Lawrence Plant, Frank Nooner and Bill Thornberry, alleged to be voluntary quits on June 7, 1967. We feel these men did not quit their jobs but signed statements under duress.

DECISION: (Main Committee - Transcript Page 122 - 8/15/67)
M/m/s/c/ based on the facts in this case the voluntary resignations of the three employees stand.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3268 B-B-D Transportation Company

Warning Letter It is the position of the Local Union that the warning notice issued to Barry Nicoll is unjust. We ask that it be removed from his records.

DECISION: (Committee for Local Operations - Transcript Page 262 - 8/17/67)
M/m/s/c/ that due to the failure of the Company to appear the benefits of Article 43, Section 1 (f) are withdrawn.

Case # Local 208, Los Angeles, California, and
8-7-3269 Consolidated Copperstate Lines

Warning Letter Local 208 protests issuance of warning notice to Lawrence Reickenbacker dated 5/3/67 for failure to report a vehicular accident and requests that same be removed from his personnel files.

DECISION: (Committee for Local Operations - Transcript Page 257 - 8/17/67)
M/m/s/c/ that the warning notice be withdrawn.

Case # Local 208, Los Angeles, California, and
8-7-3270 Union Pacific Motor Freight System

Warning Letter Local 208 protests issuance of warning notice to Arthur Blanchfield dated January 30, 1967 and requests that same be removed from his records.

DISPOSITION: Settled and Withdrawn.

Case # Local 287, San Jose, California, and
8-7-3271 Garden City Transportation

Warning Letter Warning on Mendoza. Union is protesting a letter sent to Mendoza for stopping for coffee before making his first delivery. Company maintains that this is a Company rule.

DISPOSITION: Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
8-7-3272 T.I. M. E. Freight Lines

Warning Local 357 protests the issuance of warning letters to employees
Letter listed below. We ask that these letters be removed from the
employee's record.

George Johnson	Ellis	J. Vest
Arthur Aguirre	Irvin Peterson	Joseph Eisman
Lucio Palacio	Eugene Kyser	Edward Macho
Rodolfo Campos	P. E. Otter	Johnnie Mendoza
W. K. Gould	Wayne Cordier	Albert Castillo
Roy Peck	David Stoney	Larry Parsley
Billy Perry	Dennis Olson	Wm. B. Carroll
Harry Rodriguez	Fred Manley	Daryl Hennick

DECISION: (Committee for Local Operations - Transcript Page 73 - 8/16/67)
M/m/s/c/ that the warning letters be sustained.

Case # Local 741, Seattle, Washington, and
8-7-3273 United-Buckingham Freight Lines

Warning Company has deliberately forced overtime on these employees
Letter so they could lay them off the following week.

DECISION: (Committee for Local Operations - Transcript Page 52 - 8/15/67)
M/m/s/c/ that the warning letters be reduced to written reprimands.

Case # Local 961, Denver, Colorado, and
8-7-3274 The Ringsby System

Warning Walter T. Killing states: I am protesting warning letter for
Letter preventable accident February 24, 1967.

DISPOSITION: Settled and Withdrawn.

Case # Local 45, Great Falls, Montana, and
8-7-3276 Consolidated Freightways

P & D Union stated that on April 26th a Great Falls driver and Company
Dispute Safety Supervisor went to Lincoln, Montana to transfer freight
from a wrecked van to one which was brought in from Great Falls.
The Union contends that men were hired at Lincoln, and the Company
should have taken men from the Great Falls terminal.

DECISION: (Main Committee - Transcript Page 625 - 8/18/67)
The Committee for Local Operations referred this case back to the parties for possible
settlement and the committee will retain jurisdiction.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 45, Great Falls, Montana, and
8-7-3277 Garrett Freightlines, Inc.

P & D Union stated that the regular bid man for the 4:00 a.m. shift resigned
Dispute and the Local Union had informed the Terminal Manager to rebid
that shift. The employer did not choose to do this and in turn had
a younger man work that shift. The time slips by employee is for
4 hours each day that the younger man worked.

DECISION: (Committee for Local Operations - Transcript Page 213 - 8/17/67)
M/m/s/c/ that 20 hours at time and one-half be paid to Wallace Miller.

Case # Local 45, Great Falls, Montana, and
8-7-3278 United-Buckingham Freight Lines

P & D Union contends that the Company should pay the claim of 2-3/4 hours
Dispute to employee Lattin who was afforded the opportunity to work overtime
and a junior man worked in his place. Further, it is the Union's
contention that the foreman should be available at the end of the shift
to inform the men that there is overtime work.

DECISION: (Committee for Local Operations - Transcript Page 206 - 8/16/67)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 45, Great Falls, Montana, and
8-7-3279 United-Buckingham Freight Lines

P & D Union stated that employer used to have teamster employees splitting
Dispute freight bills. Union contends this comes under the past practice,
further that other employees have testified and that the splitting of
bills has previously been done by teamsters.

DECISION: (Committee for Local Operations - Transcript Page 195 - 8/16/67)
M/m/s/c/ that Van Swearingen's claim for May 2, 4, 5, 8, 9, and 22nd is allowed and the
balance of the claim is denied. The claim of Lattin is denied.
Note: Cases #8-7-3279 and #8-7-3280 were heard together.

Case # Local 45, Great Falls, Montana, and
8-7-3280 United-Buckingham Freight Lines

P & D Dock work being done by the Foreman who is not under the bargaining
Dispute agreement. Union's position is that the Company owes employee
Earl Lattin two hours pay at time and one-half the regular hourly
rate for the following days - June 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 19, 20,
21, 22, 23, 26, 27, 28, and 29, for a total of 38 hours for the total
sum of \$202.16.

DECISION: The same decision applies as in Case #8-7-3279.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 190, Billings, Montana, and
8-7-3281 Consolidated Freightways

P & D Union stated that Leonard Diefel had a bid shift of Monday through
Dispute Friday. He was called on April 12 and was notified that he was a
20% employee due to the fact that Gil Allen went on vacation.
Consequently, Diefel did not work April 12, 13, 26, or 29th, and
his claim is for the above days.

DECISION: (Committee for Local Operations - Transcript Page 112 - 8/16/67)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 741, Seattle, Washington, and
8-7-3282 Consolidated Freightways, Inc.

P & D Local 741 claims that Consolidated did not pay the proper scale to
Dispute Max W. Wilson when he replaced Mike Scoville while Mike was on
vacation from June 26th through June 30, 1967. The Union claims
that Max Wilson should have been paid the casual dock workers scale.

DECISION: (Committee for Local Operations - Transcript Page 104 - 8/16/67)
M/m/s/c/ that the claim of the Union be allowed.

Case # Local 2, Butte, Montana, and
8-7-3283 Consolidated Freightways

O-T-R Emil Chelini has 15 years of service and Union requests an additional
Dispute week of vacation pay as per contract. Union stated that under a
new contract employees with 15 years are eligible for 4 weeks
vacation. Employee Chelini started on March 19, 1952 and should
receive four weeks vacation.

DECISION: (Main Committee - Transcript Page 530 - 8/17/67)
M/m/s/c/ this is a precedent matter controlled by Case 69. The claim of the Union
is denied.

Case # Local 70, Oakland, California, and
8-7-3284 Paxton Truck Lines

Joint Two Los Angeles line drivers (224) performed unloading work of
Council #7 highway signs with no local men on stand-by. Line drivers were
Dispute called out at 11:30 p.m., June 19, 1967 and worked until the next
morning. Union requests 8 hours overtime pay for two local men.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
8-7-3285 Paxton Truck Lines

Sub- Paxton Truck Lines dispatched a sub-hauler to General Cable to
Contracting make a pick-up at 7:00 p.m. on the evening of January 28, 1967.
Regular men were available and should have performed this work.
The Company however had sent the regular men home and utilized
the sub-hauler. Union requesting overtime pay for the top seniority
driver available for work from 4:30 p.m. until job completed.

DISPOSITION: Settled and Withdrawn.

Case # Local 70, Oakland, California, and
8-7-3286 Sterling Transit

Joint Company requires new applicants to take aptitude and physical
Council #7 exams at CTA Drivers Testing Center. Union claims this is not
Dispute necessary. Union wants practice discontinued.

DISPOSITION: Settled and Withdrawn.

Case # Local 70, Oakland, California, and
8-7-3287 Transcon Freight Lines

Sub- Transcon diverted deliveries they normally make to other carriers,
Contracting principally Teski Drayage, on Thursday, January 26, 1967. At
this time, Transcon had 21 men on lay-off. Because these deliveries
were made within Transcon's normal delivery area by another carrier
when Transcon had men on lay-off, we request a day's pay for the
seniority men laid off.

DISPOSITION: Settled and Withdrawn.

Case # Local 70, Oakland, California, and
8-7-3288 Transcon Freight Lines

Joint Two employees were in near vicinity of explosion of "Cherry Bomb"
Council #7 on the dock. They complained to supervisor of aching ears. Were
Dispute sent to medic, returned to dock with okay to work. Employer
clocked them off and paid them for the full 8 hour shift. There was
overtime worked at the end of the shift by employees who were
junior to the men involved. Union claims 11-1/2 hours overtime
be paid to the two men involved as that is the amount of overtime
worked by junior men this date.

DECISION: (Main Committee - Transcript Page 318 - 8/16/67)
M/m/s/c/ the men were hurt and sent to the doctor and the Company fulfilled their
obligation by paying them for eight hours and sent them home. Therefore, the claim
of the Union in this particular case is denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 287, San Jose, California, and
8-7-3289 Universal Transport

Cement Union claims pay for driver Hackett when Company put him on
Dispute layover when dispatched on a turnaround run. Claims \$74.05 due
driver.

DISPOSITION: Postponed.

Case # Local 468, Oakland, California, and
8-7-3290 Delta Lines

O-T-R Claiming pay for 3-3/4 hours for Torbet. Union is claiming that
Dispute loads were available when the man's rest was up. Company held
loads and then 3-3/4 hours after sent same loads out.

DECISION: (Main Committee - Transcript Page 607 - 8/18/67)
M/m/s/and Deadlocked the claim of the Union be upheld.
M/m/s/and did not receive a majority vote 'that this case go to arbitration.

Case # Local 468, Oakland, California, and
8-7-3291 Pacific Intermountain Express

O-T-R Money claim for Less and Franklin and other drivers. Union is
Dispute claiming time for drivers for time spent during strike at St. Louis.

DECISION: (Main Committee - Transcript Page 498 - 8/17/67)
M/m/s/c/ that the drivers be paid under the layover provision of the contract due to
the facts in this case.

Case # Local 533, Sparks, Nevada, and
8-7-3292 Wells Cargo

O-T-R Union claims Company put out a letter discontinuing hill agreement
Dispute and claims this is a violation. Union claims hill agreement is
supplemental to the OTR Agreement and Company cannot withdraw
Power of Attorney and discontinue unilaterally.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
8-7-3293 Consolidated Freightways, Inc.

O-T-R Local 741 requests runaround pay from Consolidated Freightways
Dispute for Clinton Stone and G. L. Peterson, line drivers, when they did
not work on June 12, 1967. Three L. A. sleeper teams on that day
moved freight from Seattle to Yakima, Seattle to Kennewick and
Seattle to Moses Lake.

DECISION: (Main Committee - Transcript Page 367 - 8/16/67)
M/m/s/c/ based on the facts the claim of the Union be denied.

Case # Local 980, Santa Rosa, California, and
8-7-3294 Willig Freight Lines

Joint Union claims that trailer loaded at Morgan Wood in Cloverdale
Council #7 should be brought back to the terminal in Santa Rosa by a local pick-up
Dispute and delivery man, and the short line out of Fort Bragg would pick
up at terminal and take on to San Francisco. Union wants a day's
pay for each violation.

DISPOSITION: Postponed.

Case # Local 85, San Francisco, California, and
8-7-3295 California Motor Express

Discharge Union is protesting the discharge of Brunnells for reckless driving.

DECISION: (Main Committee - Transcript Page 342 - 8/16/67)
M/m/s/c/ that the discharge of Brunnells be reduced to a suspension and he be put back
on his next regular shift with full seniority and no compensation for time lost.

Case # Local 741, Seattle, Washington, and
8-7-3296 Garrett Freightlines, Inc.

Warning Local 741 protests the sixty-seven (67) warning letters written on
Letters April 26, 1967 by Garrett Freightlines, received in Local 741's
office on April 27, 1967 by registered mail.

DECISION: (Main Committee - Transcript Page 525 - 8/17/67)
M/m/s/c/ that it be referred back to the Joint State Committee to determine whether
the strike was authorized or not.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
8-7-3297 Rep-Trans, Inc.

Discharge The Local Union wishes to protest the termination of James Blanks
and requests reinstatement with full seniority and all monies due.

DECISION: (Main Committee - Transcript Page 456 - 8/17/67)
M/m/s/c/ the claim of the Union be denied and the discharge is upheld.

Case # Local 81, Portland, Oregon, and
8-7-3298 Consolidated Freightways

O-T-R The Local Union claims 77-1/2 hours wait time in behalf of
Dispute Douglas Reynolds and R. Weideman.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
8-7-3299 Garrett Freightlines

Interpre- The Union's position is that the Company should not deduct the
tation men on vacation from the seniority list when computing the 80%.

DISPOSITION: Settled and Withdrawn.

Case # Local 180, Los Angeles, California, and
8-7-3300 Navajo Freight Lines

O-T-R The Local Union claims 35-1/2 hours each for Hielscher and Stroud
Dispute when they were held in Kansas City and their load was given to
Drake and partner.

DISPOSITION: Settled and Withdrawn.

Case # Local 224, Los Angeles, California, and
8-7-3301 O.N.C.

O-T-R Local 224 requests the Joint State Committee to instruct the Company
Dispute to continue the past practice of giving a two hour call at the layover
point.

DISPOSITION: Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 886, Oklahoma City, Oklahoma, and
 8-7-3302 Transcon Lines

O-T-R Company is paying actual amount of money spent up to \$5.00 covering
 Dispute room rent allowance but nothing over \$5.00. The Local Union
 claims a minimum of \$5.00 for each 24 hour period or portion
 thereof.

DECISION: (Main Committee - Transcript Page 222 - 8/15/67)
M/m/s/c/ that where the man is relieved from duty and the Company does not furnish
 a room he gets the \$5.00. Where the Company furnishes a room there is no payment.
 In the event that the driver lays over more than one layover and would have to buy a
 second day's room rent, that would also be furnished or he would receive \$5.00 in
 lieu of.

Case # Local 741, Seattle, Washington,
 8-7-3303 Local 231, Bellingham, Washington, and
 Lynden Transfer, Inc.

O-T-R Locals 231 and 741 are protesting the mileage rate being paid by
 Dispute Lynden Transfer on their Lynden, Washington to Prince Rupert, B. C.
 run.

DECISION: (Main Committee - Transcript Page 276 - 8/16/67)
M/m/s/c/ the case is improperly before this committee and the Union and Company
 be instructed to sit down under Article 6, Section 4, of the Master Agreement and
 solve their problem.

Case # Local 357, Los Angeles, California, and
 8-7-3304 Transcon Lines

P & D On behalf of Thomas J. Barba. While on vacation a position came
 Dispute up for bid which I desired but did not get an opportunity to bid for it.
 I am claiming 9 hours of premium time.

DECISION: (Committee for Local Operations - Transcript Page 225 - 8/17/67)
M/m/s/c/ that Barba be given an opportunity to bid the position claimed, but the money
 claim be denied.

Case # Local 357, Los Angeles, California, and
 8-7-3305 Transcon Lines

Discharge The Local Union wishes to protest the discharge of James Mincey
 and requests that he be returned to work with full seniority and
 compensated for all time lost.

DECISION: (Main Committee - Transcript Page 566 - 8/18/67)
M/m/s/c/ the discharge of James Mincey be upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 578, Los Angeles, California, and
8-7-3306 Brake Delivery Service

Lockout The Local Union claims two days pay each for days when Local 196
Dispute men performed the work of Local 578 men who were locked out.

DECISION: (Main Committee - Transcript Page 419 - 8/17/67)
M/m/s/c/ based on the fact that the 196 members performed their normal work and
had a contract that was in existence and did not expire until August 1 of this year,
that the claims on April 10th and 11th be denied.

ADOPTED BY
MULTI-CONFERENCE GRIEVANCE COMMITTEE

AUGUST 2, 1967

Road and city claims relating to work in the week of the industry cessation of operations (April 9 through 16, 1967) shall be disposed of as follows:

- (1) All cases settled by previous grievance committee decisions, at any level, or by agreement between the Local Union and the Company involved, shall stand. No claims will be allowed where the Company reinstated its local operation on a recall by seniority basis, but not necessarily on the individual employee's regular shift.
- (2) All other claims involving local operations shall be settled on a shift basis.
- (3) It is further understood that work performed on Saturday of the week set forth above could properly be scheduled by seniority or as otherwise normally scheduled in a flexible work week as provided by contract.
- (4) Road dispatches following the reinstatement of operations were to be continued on the same basis as if no cessation had occurred, either by seniority, rotation, or other agreed-to method.

DECISIONS OF JOINT WESTERN AREA COMMITTEE - INVOLVING CASES
FILED DURING THE STRIKE - LOCKOUT PERIOD

Case #SC-7-7-9683

Local 180, and P. I. E.

Deadlocked on 8 hour claim for returning to home terminal during lockout.

Case #M-701

Local 45 and Consolidated Freightways

Claim Upheld.

Case #LD-3004

Local 70 and C-Line

Claim Upheld.

Case #LD-3060

Local 70 and Consolidated Freightways

Claim Upheld.

Case #LD-3063

Local 70 and Consolidated Freightways

Claim Upheld.

Case #LD-3068

Local 70 and Transcon

If employee Johansen did give proper notice to the Company when he changed his address the claim is allowed. If he did not give proper notice, claim is denied.

Cases #CV-57-1663 & 1664

Local 150 and Walkup's Merchants Express

Where the Company paid seven hours, the Company is to pay eight hours to the employees involved for date of April 12, 1967.

Case #CV-57-1670

Local 150 & Walkup's Merchants Express

Claim Upheld.

JWAC Case #8-7-3179

Local 180 and Consolidated Freightways

Remand to parties.

JWAC Case #8-7-3182

Local 180 and DC International

Claimant be paid 8 hours, plus transportation to return to rig.

Case #M-703

Local 190 and Consolidated Freightways

Claim Upheld.

Case #M-705

Local 190 and Consolidated Freightways

Claim Upheld.

Case #M-706

Local 190 and Consolidated Freightways

Claim Upheld.

Case #M-712

Local 190 and Salt Creek Freightways

Claim Upheld.

- Continued -

DECISIONS OF JOINT WESTERN AREA COMMITTEE - INVOLVING CASES
FILED DURING THE STRIKE - LOCKOUT PERIOD

JWAC Case #8-7-3200

Local 222 and I. M. L. Freight

Company to pay 8 hours plus transportation.

Case #961 - (May 67-22)

Local 222 and I. M. L. Freight

Claim Upheld.

JWAC Case #8-7-3206

Local 224 and I. M. L. Freight

Company instructed to pay layover only.

Case #SC-6-7-9420 & 9421

Local 224 and T.I.M.E.

Claim Upheld.

Case #SC-6-7-9385

Local 357 and DC International

Claim Upheld.

THE FOLLOWING CLAIMS WERE DENIED::

Case #M-687

Local 2

N. P. Transport

JWAC Case #8-7-3111

#8-7-3112

#8-7-3113

#8-7-3114

Local 17

I. C. X.

Case #M-697

Local 45

Consolidated Freightways

Case #M-698

Local 45

Consolidated Freightways

Case #M-699

Local 45

Consolidated Freightways

Case #LD-2998

Local 70

Haslett Warehouse

Case #LD-2999

Local 70

T.I.M.E.

Case #LD-3000

Local 70

Haslett Warehouse

Case #LD-3001

Local 70

Haslett

Case #LD-3002

Local 70

Santa Fe Trail

Case #LD-3003

Local 70

Santa Fe Trail

Case #LD-3005

Local 70

Navajo

Case #LD-3006

Local 70

L. A. S. M. E.

Case #LD-3007

Local 70

Di Salvo

Case #LD-3008

Local 70

O. N. C.

Case #LD-3009

Local 70

Ringsby

Case #LD-3010

Local 70

Interlines-Blankenship

THE FOLLOWING CLAIMS WERE DENIED:

<u>Case # LD-3011</u>	Local 70	Associated Freight Lines
<u>Case # LD-3012</u>	Local 70	Di Salvo
<u>Case # LD-3013</u>	Local 70	I. M. L. Freight
<u>Case # LD-3014</u>	Local 70	L. A. S. M. E.
<u>Case # LD-3015</u>	Local 70	Navajo
<u>Case # LD-3016</u>	Local 70	O. N. C.
<u>Case # LD-3017</u>	Local 70	Ringsby
<u>Case # LD-3018</u>	Local 70	Interlines-Blankenship
<u>Case # LD-3019</u>	Local 70	Wills Delivery Service
<u>Case # LD-3020</u>	Local 70	Wills Delivery Service
<u>Case # LD-3021</u>	Local 70	Wills Delivery Service
<u>Case # LD-3022</u>	Local 70	Wills Delivery Service
<u>Case # LD-3023</u>	Local 70	Wills Delivery Service
<u>Case # LD-3024</u>	Local 70	Wills Delivery Service
<u>Case # LD-3025</u>	Local 70	Wills Delivery Service
<u>Case # LD-3026</u>	Local 70	Wills Delivery Service
<u>Case # LD-3027</u>	Local 70	Wills Delivery Service
<u>Case # LD-3028</u>	Local 70	Wills Delivery Service
<u>Case # LD-3029</u>	Local 70	Wills Delivery Service
<u>Case # LD-3030</u>	Local 70	Encinal Terminals
<u>Case # LD-3031</u>	Local 70	Encinal Terminals
<u>Case # LD-3032</u>	Local 70	Encinal Terminals
<u>Case # LD-3033</u>	Local 70	Encinal Terminals
<u>Case # LD-3034</u>	Local 70	Encinal Terminals
<u>Case # LD-3035</u>	Local 70	Encinal Terminals
<u>Case # LD-3036</u>	Local 70	Encinal Terminals
<u>Case # LD-3037</u>	Local 70	Encinal Terminals
<u>Case # LD-3038</u>	Local 70	Encinal Terminals
<u>Case # LD-3039</u>	Local 70	Encinal Terminals
<u>Case # LD-3040</u>	Local 70	Encinal Terminals
<u>Case # LD-3041</u>	Local 70	Encinal Terminals

DECISIONS OF JOINT WESTERN AREA COMMITTEE - INVOLVING CASES
FILED DURING THE STRIKE - LOCKOUT PERIOD

THE FOLLOWING CLAIMS WERE DENIED:

<u>Case # LD-3042</u>	Local 70	Encinal Terminals
<u>Case # LD-3043</u>	Local 70	Encinal Terminals
<u>Case # LD-3044</u>	Local 70	Willig
<u>Case # LD-3045</u>	Local 70	Delta
<u>Case # LD-3046</u>	Local 70	Garrett Freight Lines
<u>Case # LD-3047</u>	Local 70	Wells Cargo
<u>Case # LD-3048</u>	Local 70	Beckman Express & Whse.
<u>Case # LD-3049</u>	Local 70	Coast Drayage
<u>Case # LD-3050</u>	Local 70	East Bay Drayage
<u>Case # LD-3051</u>	Local 70	Delta
<u>Case # LD-3052</u>	Local 70	Garrett Freight Lines
<u>Case # LD-3053</u>	Local 70	Delta
<u>Case # LD-3054</u>	Local 70	Garrett Freight Lines
<u>Case # LD-3055</u>	Local 70	Pacific Intermountain Express
<u>Case # LD-3056</u>	Local 70	Pacific Intermountain Express
<u>Case # LD-3057</u>	Local 70	Coast Drayage
<u>Case # LD-3058</u>	Local 70	Transcon
<u>Case # LD-3059</u>	Local 70	Consolidated Freightways
<u>Case # LD-3061</u>	Local 70	Transcon
<u>Case # LD-3062</u>	Local 70	Consolidated Freightways
<u>Case # LD-3064</u>	Local 70	Consolidated Freightways
<u>Case # LD-3065</u>	Local 70	P. I. E.
<u>Case # LD-3066</u>	Local 70	Callison Truck Lines
<u>Case # LD-3067</u>	Local 70	Transcon
<u>Case # LD-3069</u>	Local 70	Encinal Terminals
<u>Case # LD-3070</u>	Local 70	Encinal Terminals
<u>Case # LD-3071</u>	Local 70	P. I. E.
<u>Case # LD-3072</u>	Local 70	Western Gillette
<u>Case # LD-3073</u>	Local 70	Western Gillette

DECISIONS OF JOINT WESTERN AREA COMMITTEE - INVOLVING CASES
FILED DURING THE STRIKE - LOCKOUT PERIOD

THE FOLLOWING CLAIMS WERE DENIED:

<u>Case #904</u>	Local 81	P. I. E.
<u>Case #CV-57-1658</u>	Local 150	Walkup's Merchants Express
<u>Case #CV-1659</u>	Local 150	Walkup's Merchants Express
<u>Case #CV-57-1660</u>	Local 150	Wells Cargo
<u>Case #CV-57-1662</u>	Local 150	Valley Motor Lines
<u>Case #CV-57-1667</u>	Local 150	O. N. C.
<u>Case #CV-57-1668</u>	Local 150	O. N. C.
<u>Case #CV-57-1684</u>	Local 150	Haslett
<u>Case #M-688</u>	Local 190	Salt Creek Freightways
<u>Case #M-689</u>	Local 190	Consolidated Freightways
<u>Case #M-711</u>	Local 190	Garrett
<u>Case #M-713</u>	Local 190	Garrett
<u>Case #SC-6-7-9513</u>	Local 208	Kern Valley Transfer
<u>Case #SC-6-7-9546</u> <u>#SC-6-7-9547</u>	Local 208	Sterling
<u>Cases #SC-6-7-9563</u> <u>#SC-6-7-9564</u> <u>#SC-6-7-9565</u>	Local 208	Western Gillette
<u>Case #SC-8-7-9696</u>	Local 208	C. M. E.
<u>JWAC #8-7-3127</u>	Local 208	Griley Security
<u>JWAC #8-7-3130</u>	Local 208	L. A. S. M. E.
<u>Case #953</u>	Local 224	Rio Grande Motorway
<u>Case #LD-3074</u>	Local 287	Garden City Transportation
<u>Case #LD-3075</u>	Local 287	Navajo
<u>Case #LD-3076</u>	Local 287	C. M. E.
<u>Case #LD-3077</u>	Local 287	Navajo
<u>Case #LD-3078</u>	Local 287	Navajo
<u>Case #LD-3079</u>	Local 287	Interlines Blankenship
<u>Case #LD-3080</u>	Local 287	Valley Motor Lines
<u>Case #LD-3081</u>	Local 287	Assoc. Antinoni Freight Lines
<u>Case #LD-3082</u>	Local 287	Assoc. Antinoni Freight Lines

DECISIONS OF JOINT WESTERN AREA COMMITTEE - INVOLVING CASES
FILED DURING THE STRIKE - LOCKOUT PERIOD

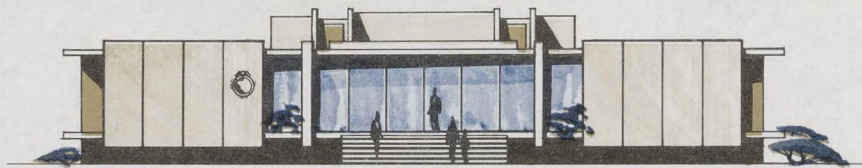
THE FOLLOWING CLAIMS WERE DENIED:

<u>Case #LD-3083</u>	Local 287	O. N. C.
<u>Case #LD-3084</u>	Local 287	O. N. C.
<u>Case #LD-3085</u>	Local 287	Garden City Transportation
<u>Case #LD-3086</u>	Local 287	Garden City Transportation
<u>Case #LD-3087</u>	Local 287	Garden City Transportation
<u>Case #LD-3088</u>	Local 287	Garden City Transportation
<u>Case #LD-3089</u>	Local 287	Garden City Transportation
<u>Case #LD-3090</u>	Local 287	Garden City Transportation
<u>Case #LD-3091</u>	Local 287	Garden City Transportation
<u>Case #LD-3092</u>	Local 287	Garden City Transportation
<u>Case #LD-3093</u>	Local 287	Garen City Transportation
<u>Case #LD-3094</u>	Local 287	Christenson
<u>Case #LD-3095</u>	Local 287	C. M. E.
<u>Case #LD-3096</u>	Local 287	Watson-Wilson
<u>Case #LD-3097</u>	Local 287	I. M. L.
<u>Case #LD-3099</u>	Local 287	Interlines-Blankenship
<u>Case #LD-3100</u>	Local 287	Ringsby
<u>Case #LD-3101</u>	Local 287	Garden City Transportation
<u>Case #LD-3102</u>	Local 287	Garden City Transportation
<u>Case #LD-3103</u>	Local 287	J. & J. Truck Lines
<u>Case #LD-3104</u>	Local 287	P. I. E.
<u>Case #LD-3105</u>	Local 287	Willig
<u>Case #LD-3106</u>	Local 287	Western Gillette
<u>Case #LD-3107</u>	Local 287	Valley Copperstate
<u>Case #LD-3108</u>	Local 287	Walkup's Merchants Express
<u>Case #LD-3109</u>	Local 287	Shippers Express
<u>Case #LD-3110</u>	Local 287	Consolidated Freightways

DECISIONS OF JOINT WESTERN AREA COMMITTEE - INVOLVING CASES
FILED DURING THE STRIKE - LOCKOUT PERIOD

<u>Case #LD-3111</u>	Local 287	Di Salvo
<u>Case #LD-3112</u>	Local 287	Delta
<u>JWAC #8-7-3143</u>	Local 357	Transcon
<u>Case #CV-57-1649</u>	Local 386	Delta
<u>Case #CV-57-1650</u>	Local 386	O. N. C.
<u>Case #CV-57-1651</u>	Local 386	O. N. C.
<u>Case #CV-57-1652</u>	Local 386	O. N. C.
<u>Case #CV-67-1677</u>	Local 386	Valley Lines
<u>Case #CV-67-1695</u>	Local 386	Associated Freightlines
<u>Case #CV-67-1697</u>	Local 386	Valley Motor Lines
<u>Case #SC-7-6-9340</u>	Local 886	Transcon

JWAC Meeting
August 14-15-16-17-18
1967



WESTERN CONFERENCE OF TEAMSTERS

1870 Ogden Drive, Burlingame, California 94011 phone 697-0500



August 22, 1967

AUG 23 1967

copy made
for all
a BA 9/23 ✓

Mr. Al Leishman, Secty-Treas.
Teamsters Local No. 70
70 Hegenberger Road
Oakland, California 94621

Dear Sir and Brother:

The following are the decisions of the Joint Western Area
Committee of the grievances filed by your Local Union for the strike-
lockout period of April 9th through the 16th, 1967.

Fraternally,

E. R. Hinchey
Assistant Coordinator
Western Master Freight Division

ERH:ms

Enclosure

DECISIONS ON LOCKOUT CASES-AUGUST 18, 1967

Case LD 3004, Local 70 and C Line Express: Claim Upheld

Case LD 3165, Local 70 and LASME: Claim Denied

Case LD 3060, Local 70 and Consolidated Freightways: Claim of the Union Upheld

Case LD 3063, Local 70 and Consolidated Freightways: Claim of the Union Upheld

Case LD 3068, Local 70 and Transcon Lines: If Employee Johansen did give proper notice to the Company when he changed his address, the claim is allowed. If he did not give proper notice, the claim is denied.

THE FOLLOWING CASES WERE ALL DENIED

Case LD 3013, Local 70 and I. M. L.

Case LD 3014, Local 70 and LASME

Case LD 3015, Local 70 and Navajo Freight Lines.

Case LD 3017, Local 70 and Ringsby Truck Lines

Case LD 3016, Local 70 and ONC

Case LD 3047, Local 70 and Wells Cargo

Case LD 3058, Local 70 and Transcon Lines

Case LD 2999, Local 70 and T. I. M. E. Freight, Inc.

Case LD 3009, Local 70 and Ringsby Truck Lines

Case LD 3065, Local 70 and PIE

Case LD 3008, Local 70 and ONC

Case LD 3005, Local 70 and Navajo Freight Lines

Case LD 3006, Local 70 and LASME

Case LD 3010, Local 70 and Interlines-Blankenship

Case LD 2998, Local 70 and Haslett

Case LD 3054, Local 70 and Garrett Freight Lines

Case LD 3052, Local 70 and Garrett Freight Lines

Case LD 3046, Local 70 and Garrett Freight Lines

Case LD 3007, Local 70 and DiSalvo Trucking

Case LD 3066, Local 70 and Callison Truck Lines (Nielsen)

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AUG 23 1967

MANAGED
BOARD
COTTON FIELD

DENIED CASES - CONTINUED

Case LD 3048, Local 70 and Beckman Express and Warehouse
Case LD 3011, Local 70 and Associated Freightlines
Case LD 3053, Local 70 and Delta Lines
Case LD 3072, Local 70 and Western Gillette.
Case LD 3061, Local 70 and Transcon Lines
Case LD 3064, Local 70 and Consolidated Freightways, Inc.
Case LD 3059, Local 70 and Consolidated Freightways, Inc.
Case LD 3062, Local 70 and Consolidated Freightways, Inc.
Case LD 3000, Local 70 and Haslett
Case LD 3001, Local 70 and Haslett
Case LD 3003, Local 70 and Santa Fe Trails
Case LD 3002, Local 70 and Santa Fe Trails
Case LD 3067, Local 70 and Transcon Lines
Case LD 3045, Local 70 and Delta Lines
Case LD 3073, Local 70 and Western Gillette
Case LD 3049, Local 70 and Coast Drayage
Case LD 3050, Local 70 and East Bay Drayage
Case LD 3051, Local 70 and Delta Lines
Case LD 3020, Local 70 and Wills Delivery Service
Case LD 3022, Local 70 and Wills Delivery Service
Case LD 3021, Local 70 and Wills Delivery Service
Case LD 3023, Local 70 and Wills Delivery Service
Case LD 3024, Local 70 and Wills Delivery Service
Case LD 3025, Local 70 and Wills Delivery Service
Case LD 3026, Local 70 and Wills Delivery Service
Case LD 3027, Local 70 and Wills Delivery Service
Case LD 3028, Local 70 and Wills Delivery Service
Case LD 3029, Local 70 and Wills Delivery Service
Case LD 3070, Local 70 and Encinal Terminals
Case LD 3030, Local 70 and Encinal Terminals

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DENIED CASES - CONTINUED

Case LD 3031, Local 70 and Encinal Terminals
Case LD 3032, Local 70 and Encinal Terminals
Case LD 3033, Local 70 and Encinal Terminals
Case LD 3034, Local 70 and Encinal Terminals
Case LD 3035, Local 70 and Encinal Terminals
Case LD 3036, Local 70 and Encinal Terminals
Case LD 3037, Local 70 and Encinal Terminals
Case LD 3038, Local 70 and Encinal Termibals
Case LD 3039, Local 70 and Encinal Terminals
Case LD 3040, Local 70 and Encinal Terminals
Case LD 3041, Local 70 and Encinal Terminals
Case LD 3042, Local 70 and Encinal Terminals
Case LD 3043, Local 70 and Encinal Terminals
Case LD 3012, Local 70 and DiSalvo Trucking
Case LD 3018, Local 70 and Interlines-Blankenship
Case LD 3055, Local 70 and PIE
Case LD 3056, Local 70 and PIE
Case LD 3071, Local 70 and PIE
Case LD 3057, Local 70 and Coast Drayage
Case LD 3044, Local 70 and Willig
Case LD 3019, Local 70 and Wills Delivery Service
Case LD 3069, Local 70 and Encinal Terminals

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AUG 23 1967

AGENDA AND ORDER OF BUSINESS
FOR THE MEETING OF
UNION MEMBERS OF THE JOINT WESTERN AREA COMMITTEE
and
REPRESENTATIVES OF LOCAL UNIONS
MONDAY, AUGUST 14, 1967, at 10:00 A. M.
MONTEREY ROOM OF THE SIR FRANCIS DRAKE HOTEL
SAN FRANCISCO, CALIFORNIA

* * * *

1. Roll Call of Union Members of the Joint Western Area Committee.
2. Approval of the Minutes of May 8, 1967 meeting of Union Members of the Joint Western Area Committee and Local Union Representatives.
3. Identification of other representatives of Local Unions and visitors.
4. Naming of Main Committee and Sub-Committee panels.
5. Powers of Attorney approved by the division.
6. Standard Contract Participation approved by the division.
7. Other communications.
8. Reports and questions from JSC or JWAC Committee Members.
9. Discussion of cases on the August JWAC Agenda.
10. ADJOURNMENT.

PROPOSED
JOINT WESTERN AREA COMMITTEE AGENDA
SUBMITTED BY THE
WESTERN MASTER FREIGHT DIVISION
MEETINGS OF AUGUST 14, 15, 16, 17, & 18, 1967

SIR FRANCIS DRAKE HOTEL - SAN FRANCISCO, CALIFORNIA

Joint Session of the Full Committee.

Monterey Room - 2:00 P.M. - Monday, August 14, 1967.

1. Approval of the Minutes of the JWAC Sessions held May 8-9-10-11-and 12, 1967.
2. Discussion of cases filed with the Joint Western Area Committee after deadline date.
3. Approval of the Joint Agenda for the August sessions of the JWAC.
4. Naming of members of the Main Committee & Sub-Committees.
5. Communications.
6. Other procedural or policy matters to come before the JWAC.
7. ADJOURNMENT.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 104, Phoenix, Arizona
8-5-1972 Local 180, Los Angeles, California
Local 468, Oakland, California
Local 961, Denver, Colorado

Change of Operations Company involved: Navajo Freight Lines, Inc.

Clarification August 12, 1965, Navajo requested a Change of Operations, Case #8-5-1972 in which they requested that three units be redomiciled from Oakland, California to Denver, Colorado, and run Denver to Oakland, and on occasion via Phoenix, Arizona. The drivers being members of Local 468 were to be given a choice of going to Albuquerque or Los Angeles, or Denver, Colorado. The drivers, it is my understanding went back to Albuquerque, New Mexico and the units were put in Los Angeles.

Local 961's position is that the three units that were to be redomiciled in Denver, Colorado as per Change of Operation #8-5-1972 be redomiciled to Denver, Colorado.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

Case # California Motor Express, Ltd.
11-5-2070

Change of Operations	Locals involved:	70, Oakland, California
		85, San Francisco, California
		150, Sacramento, California
		186, Santa Barbara, California
Clarification		208, Los Angeles, California
		224, Los Angeles, California
		287, San Jose, California
		357, Los Angeles, California
		386, Modesto, California
		431, Fresno, California
		439, Stockton, California
		468, Oakland, California
		542, San Diego, California
		890, Salinas, California

Local 386 would like a clarification of Case #11-5-2070.

A Modesto based man, Howard Whitacre, was in the hospital at the time of bids between Modesto and Stockton. This man was not notified by Company of bids. His wife finally went to the Company in Stockton and picked up form in which he stated on same that he wanted to bid in Stockton. Company seems to have misplaced this bid. Union feels this man was not given his rights under the decision handed down by the Joint Western Area Committee in which all drivers between Modesto and Stockton could bid by seniority to be based in Modesto or Stockton.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Consolidated Freightways
11-6-2613

Change of Operation Locals involved: 148, Wenatchee, Washington
690, Spokane, Washington
741, Seattle, Washington

Clarification Company applied for five day operation, however, the Company now wants to cover this run with the bid assigned drivers on a seven day week.

Locals 690 and 741 are asking for a clarification of Change of Operations Case #11-6-2613.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Consolidated Freightways
2-7-2750

Change of Operations Locals involved: 150, Sacramento, California
468, Oakland, California
483, Boise, Idaho
533, Sparks, Nevada
983, Pocatello, Idaho

(1) San Leandro, California - Boise, Idaho relay.

- A. One division run per day, six days per week between San Leandro and Reno, originating at San Leandro. Two Local 468 men involved.
- B. One turnaround run per day, six days per week between Reno and Winnemucca, originating at Winnemucca. One Local 533 man involved.
- C. One division run per day, six days per week between Winnemucca and Boise, originating at Boise. Two Local 483 men involved.

(2) San Leandro, California - Pocatello, Idaho relay.

- A. One division run per day, six days per week between San Leandro and Reno, originating at San Leandro. Two Local 468 men involved.
- B. One division run per day, six days per week between Reno and Elko. One run per day originates at Reno on Tuesday, Thursday and Saturday, and one run per day originates at Elko on Wednesday, Friday and Sunday. Two Local 533 men involved.
- C. One division run per day, six days per week between Elko and Pocatello originating at Pocatello. Two Local 983 men involved.

PROPOSED OPERATION:

Eliminate the present relay operation and move the freight involved via our present sleeper operation. Those employees affected will be given the opportunity to transfer to San Leandro in accordance with the terms of the National Master Freight Agreement and Western States Area Over-The-Road Supplemental Agreement.

February, 1967 JWAC Action: Postponed.

May, 1967 JWAC Action: Postponed.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # United-Buckingham Freight Lines
2-7-2889

Change of Operations Locals involved: 81, Portland, Oregon
741, Seattle, Washington

United-Buckingham Freight Lines wishes to make a request for the following Change of Operation under Article 42, Section 4 of the Western States Over-The-Road Motor Freight Supplemental Agreement.

United-Buckingham Freight System requests approval of a Change of Operation to establish a turnaround run which will run the triangle formed by the towns of Portland, Oregon, Seattle, Washington, and Hoquiam, Washington.

The run will be operated either out of Portland or Seattle and will be run in either direction from the origin terminal.

By example, a driver out of Portland would go either way:

Portland-Hoquiam-Seattle-Portland
Portland-Seattle-Hoquiam-Portland

The Seattle driver would go either:

Seattle-Hoquiam-Portland-Seattle
Seattle-Portland-Hoquiam-Seattle

This change would not involve the moving of any personnel or power equipment. The locals involved would be Seattle, Local 741 and Portland, Local 81. There are no road drivers based at Hoquiam, Washington.

February, 1967 JWAC Action: M/m/s/c/ that the change be approved as clarified on the record for a trial period until the May, JWAC meeting; this committee to retain jurisdiction.

May, 1967 JWAC Action: M/m/s/c/ that this case, #2-7-2889 be continued in the jurisdiction of this committee until the August session.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Navajo Freight Lines, Inc.
5-7-2930

Interpre- Locals involved: 180, Los Angeles, California
tation 961, Denver, Colorado
Case #
8-4-1462

Local 180 is taking the position that Navajo Freight Lines, Inc. is in violation of the Change of Operations decision. Whereas, they are only allowed two trucks on the Denver-Los Angeles run. They are using an excess amount of trucks on this run, pulling loads that are destined for other points other than Denver.

We are requesting the Company produce the records.

JSC Motion: That this is an interpretation of a Joint Western Area Committee decision in JWAC Case #8-4-1462, and is therefore referred to the Joint Western Area Committee for disposition: Motion Carried.

Date of JSC Action, March 6, 1967.

May, 1967 JWAC Action: M/m/s/c/ that in view of the fact that subsequent changes of operations outside the Western Conference area have taken place which have affected the intent of the operational change Case No. 8-4-1462, that this committee directs the Company and Locals 180 and 961 to sit down and work out an equitable operating procedure for Denver-to-L.A. and L.A.-to-Denver operations and the Company shall produce any necessary dispatch records that are required to establish equitable operating procedures forthwith; and this committee will retain jurisdiction until August. And failure of the company and the two Local Unions to work out an equitable solution by that time will leave this committee no alternative but to provide them with a solution.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Carr Bros. Trucking Service
8-7-3092

Change of Operation Local involved: 186, Santa Barbara, California

We would like to apply for a Change of Operation to close our Santa Barbara dock.

We are presently breaking all of our freight in Oxnard and loading out trailers for Santa Barbara. Then, re-breaking again in Santa Barbara to load for delivery.

We would like now to load for delivery at Oxnard, by so doing we would not be double handling the Santa Barbara freight.

We now have six men working out of Santa Barbara and we would keep three men there and transfer the other men to Oxnard.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case #
8-7-3093

Certified Freight Lines, Inc.

Change
of
Operations

Local involved: 186, Santa Barbara, California

I wish to request approval of a Change of Operations, closing out Santa Barbara, California terminal and consolidating this work into our terminal at Montalvo, California effective July 1, 1967.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case #
8-7-3094

I. M. L. Freight, Inc.

Change
of
Operations

Locals involved: 81, Portland, Oregon
 483, Boise, Idaho
 900, Pendleton, Oregon

The Company requests the right to make the following Change of Operations:

PRESENT OPERATION

1. We are presently operating two (2) division runs per day, six days per week in both directions between Portland, Oregon, and Boise, Idaho. Four drivers are domiciled at Baker, Oregon and run the two per day to Portland, Oregon, with Portland as the layover point.
2. Two drivers are domiciled at Boise, Idaho, and they operate on a turnaround operation from Boise to Baker, Oregon, and return to Boise, Idaho.

PROPOSED OPERATION

1. To eliminate the turnaround operation from Boise to Baker and return to Boise and to eliminate the thru division operation between Portland, Oregon and Baker, Oregon.
2. To establish a Portland-Boise thru division operation with four (4) drivers based in Portland, Oregon, and to utilize Boise, Idaho, as the layover point. This operation to be run on the basis of five (5) days per week with the 24 hour protection period of 12:00 noon to 12:00 noon.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Los Angeles-Seattle Motor Express, Inc.
8-7-3095

Change of Operations Locals involved:

- 81, Portland, Oregon
- 137, Marysville, California
- 180, Los Angeles, California
- 224, Los Angeles, California
- 439, Stockton, California
- 468, Oakland, California
- 741, Seattle, Washington

1. Establish seven (7) additional single man division runs between California points and Seattle, Washington as follows:
 - A. Three (3) runs to operate six days per week between Los Angeles, California and Seattle, Washington breaking at existing break points of Stockton, California, Yreka, Calif. and Portland, Oregon.
 - B. One (1) run to operate six days per week between Stockton, California and Seattle, Washington breaking at Yreka, Calif. and Portland, Oregon.
 - C. Three (3) runs to operate six days per week between Oakland, California and Seattle, Washington breaking at Yreka, Calif. and Portland, Oregon.
2. Establish a Portland-Vancouver, B.C. Division. This Division to originate at Portland, Oregon, drivers to lay over at Vancouver, B.C. and return to Portland, Oregon after their rest.
3. Equipment to operate new and additional division runs will be taken from existing sleeper cab pools as follows:
 - Seattle - Twelve (12) sleeper cab tractors to division pool.
 - Portland - Two (2) sleeper cab tractors to division pool.
 - Los Angeles - Three (3) sleeper cab tractors to division pool.
4. Re-domicile ten (10) sleeper cab tractors from Seattle, Washington to Oakland, California. These tractors to operate principally between Oakland, California and Seattle, Washington and/or Portland, Oregon.
5. Number of men to be displaced by transfer of equipment, reduction of extra boards, and jobs available will be as follows:

<u>Domicile Point</u>	<u>Positions Eliminated</u>	<u>Positions Established</u>
Seattle, Washington	49	4
Portland, Oregon	4	17 (Plus some extra board positions)
Yreka, California	0	7 (Plus some extra board positions)
Oakland, California	0	23 (Plus some extra board positions)
Stockton, California	0	5
Los Angeles, California	6	6
Total	59	62 (Plus approx. six (6) extra board positions)

If approved, the re-domicile of the ten (10) sleeper cab tractors from Seattle, Washington to Oakland, California and the operation of the seven (7) additional California-Washington schedules would become effective on Monday, 10-16-67. If approved, the operation of the Portland-Vancouver, B.C. Division will begin immediately.

Case # 8 - 7 - 3 0 9 5

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Lynden Transfer, Inc.
8-7-3096

Change Locals involved: 231, Bellingham, Washington
of 741, Seattle, Washington
Operations

This change of operation is filed for the purpose of obtaining authority by Lynden Transfer, Inc. to operate a new mail run with possible incidental freight from Seattle and Lynden, Washington to Prince Rupert, B.C. and return. Notification of successful bid on the mail run was not received in time to file this application at the May hearing and under the terms of the bid Lynden was compelled to institute this new run on July 1, 1967 to comply with its obligation to the government under the bid terms and is now asking that the run receive the approval of this committee. We believe it is only fair to advise the Change of Operations Committee at the outset that it is the Company's feeling after a full discussion of this matter with the Unions involved that there is no basic objection by the Unions to the establishment of the run but only to the amount of pay which is proposed. To put it simply, the Company maintains this is not an Alaska run subject to the established Alaska Rider, but is a British Columbia run and should be paid under the Eleven Western States Contract and established wage scale.

DESCRIPTION OF NEW OPERATION

Three times weekly, every Tuesday, Thursday and Saturday, depart Seattle approximately 1400 hours for northbound trip to Prince Rupert, B.C. and return. From Prince Rupert, B.C., to various ports in Southeastern Alaska will be via Alaska Ferry System. Delivery of mail and cargo at various ports in Southeastern Alaska, final destination, to be made by locally owned companies under contract to Lynden Transfer, Inc. Southbound movement of mail and freight to follow reversed operation as northbound.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Navajo Freight Lines Inc.
8-7-3097

Change of Operations Locals involved: 180, Los Angeles, California
224, Los Angeles, California

PRESENT OPERATION

Two (2) drivers with no assignment of equipment domiciled at Los Angeles, California operating Single Man Runs from Los Angeles, California to Phoenix, Arizona and return.

PROPOSED OPERATION

The Company proposes to discontinue the Single Man Runs from Los Angeles, California to Phoenix, Arizona and return. All freight will be handled by sleeper teams. There may be an occasion when it will be necessary to run a single man from Los Angeles. If this occurs, the run will be operated from the extra board. The displaced drivers at Los Angeles will be permitted to exercise their Terminal Seniority on Sleeper Runs at Los Angeles. There will be no redomicile of men or equipment.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Navajo Freight Lines Inc.
8-7-3098

Change of Operations Locals involved: 468, Oakland, California
492, Albuquerque, New Mexico
710, Chicago, Illinois

PRESENT OPERATION

Nine (9) drivers and two (2) short board extra drivers with no assignment of equipment domiciled at Albuquerque, New Mexico operating Single Man Runs from Albuquerque, New Mexico to Amarillo, Texas and return.

PROPOSED OPERATION

The Company proposes to reduce the Single Man Runs from nine (9) to three (3) runs, drivers and equipment to be domiciled at Albuquerque, New Mexico. Most of the freight originating at the Amarillo Gateway is destined to the Bay Area Terminals (Oakland, San Jose, Fresno and Manteca). The Company proposes to handle this freight with sleeper teams domiciled at Albuquerque, New Mexico. The displaced drivers at Albuquerque will be permitted to exercise their Terminal Seniority on Sleeper Runs at Albuquerque. There will be no redomicile of men or equipment.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # 8-7-3099 Sites Silverwheel Freightlines

Change of Operation Local involved: 81, Portland, Oregon

Application to cancel the Portland to Pendleton bid run.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Paxton Trucking Company
8-7-3100

Change of Operation Local involved: 542, San Diego, California

For economic reason the Paxton operation at San Diego is being closed.

When additional permanent employees are hired at the Los Angeles terminal the terminated San Diego employees will be given first opportunity for jobs within their classifications.

AGREED-TO-CHANGE.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # The Ringsby System
8-7-3101

Change Locals involved: 222, Salt Lake City, Utah
of 224, Los Angeles, California
Operations 533, Sparks, Nevada

PRESENT OPERATION

- (a) Company operates a 3-relay operation Los Angeles to Salt Lake City, Utah as follows: Los Angeles to Bishop, California (276 miles); Bishop to Ely, Nevada (273 miles); Ely to Salt Lake City, Utah (248 miles); six nights a week.
- (b) Company also has a 2-relay run Las Vegas to Reno, Nevada six nights a week.
- (c) Both of the above outlined operations drop and pick-up freight at Tonopah, Nevada, where the Company maintains a terminal.

PROPOSED OPERATION

- (a) Abandon the present 3-relay operation, Los Angeles to Salt Lake City through Bishop and Ely.
- (b) Establish a 2-relay operation, Los Angeles to Salt Lake City, Utah through Las Vegas, with drivers changing at Las Vegas, i. e., freight destined for Salt Lake City and points beyond Las Vegas will move between Los Angeles and Las Vegas on the regular division runs now in operation between Los Angeles and Las Vegas. Freight destined to Salt Lake City and intermediate points will move on a relay run directly from Las Vegas to Salt Lake City.
- (c) Freight originating in either Los Angeles or Salt Lake City for Tonopah, Nevada will be routed to Las Vegas, and at that point transferred to the Las Vegas-Reno relay operation.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case #
8-7-3102

Stokely-Van Camp, Inc

Change
of
Operation

Locals involved: 137, Marysville, California
439, Stockton, California

Stokely-Van Camp, Inc. requests the right to merge or consolidate its Lodi, California and Oroville, California operations.

We presently have two fleet units operating out of the Lodi area - the first being the initial unit dispatched from the Lodi plant, the other unit originated at our Oroville plant which was transferred to Lodi about two years ago. It is quite obvious that the economics of two operations versus one would favor consolidating these two units.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

Case # United-Buckingham Freightlines
8-7-3103

Change Local involved: 307, Casper, Wyoming
of
Operations

United-Buckingham Freightlines propose to close eight small terminal operations, four of which are located in the Central States area and four of which are located in the Western Conference Area. The terminals subject to closing in the Western Conference are namely, Casper, Gillette, Sheridan and Lusk, Wyoming.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Washington Trucking Associations, Inc. on Behalf of:
8-7-3104

Change
of
Operations

Best Way Motor Freight, Inc.
Consolidated Freightways, Inc.
Garrett Freightlines, Inc.
Helphrey Motor Freight
Northern Pacific Transport
Pacific Intermountain Express
United-Buckingham Freight Lines

Locals involved: 690, Spokane, Washington
741, Seattle, Washington

Washington Trucking Associations, Inc., in behalf of the above
named Companies requests the following Change of Operations:

This Change of Operations is filed to obtain the authority to
change a turnaround point on a long established turnaround run
between the cities of Seattle, Washington and Spokane, Washington.
This change as proposed would move the turn point from the
present turn point of Alkili Ike to a turn point of Vantage, Washington,
and is made necessary and advisable by reason of the fact that
practically all facilities at Alkili Ike including eating facilities
for the drivers have been closed down and abandoned.

A completely new small town with all necessary facilities has
been constructed on the west bank of the Columbia River at
Vantage, which facilities include several choices of restaurants,
parking for trucks, many phone installations and complete gas
and servicing facilities, practically all of which are open on a
24-hour basis.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Western Gillette, Inc.
8-7-3105

Change Local involved: 982, Lancaster, California
of
Operations

Western Gillette proposes to change its operation between
Bishop, California and Lone Pine, California.

It is the Company's intention to shut down the Lone Pine Terminal
in its entirety and to handle the pickup and delivery of freight in
this area from the Bishop Terminal. This would necessitate
the relocation of our employee (Jack Barnes) now domiciled in
Lone Pine, to Bishop. We would ask that Barnes be relocated
in Bishop with full seniority for all purposes, and the Company
would agree to furnish transportation of his household goods.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
2-7-2796 Transcon Lines - Rivera

P & D Local 357 has requested that Transcon Freight Lines furnish us
Dispute with a list of casuals they have been using for a period from
January 1, 1966 to September 1, 1966. The Company refused
to do this, therefore, we are filing this grievance because the
Company is not giving us equal opportunity to fill their casual
requests and this Company uses a number of casuals 5 days a
week.

We request the Joint State Committee instruct Transcon Lines
to supply Local 357 with a list of all casuals used, also stipulate
why casuals are used, as per Article 3, Section 2, Pick-Up and
Delivery.

Case #SC-12-6-8325.

JSC Motion: That based on the facts in this particular case, the
claim of the Union is allowed.

Deadlocked Southern California JSC December 6, 1966.

February, 1967 JWAC Action: Postponed.

May, 1967 JWAC Action: M/m/s/c/ the committee will retain
jurisdiction over this case for ninety days and the parties are
instructed to work out a solution in the meantime.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
2-7-2798 Williams Transportation

P & D FOR AND ON BEHALF OF LOCAL 357 MEMBERS: On or about
Dispute 10-1-66, Williams Transportation Company hired a new employee
for swamping on the day shift. This man has swamped for the
Company over 60% of the time. This is a new position and starting
time; it should be posted for bid as per the Union Contract so all
seniority employees will have the opportunity to bid if they so desire.

Case #SC-1-7-8520.

JSC Motion: That there is not sufficient regularity to establish
a bid position under Article 41, Section 3 (a) of the Western States
Area Local Pick-Up & Delivery Supplemental Agreement .

Deadlocked Southern California JSC January 11, 1967.

February, 1967 JWAC Action: Postponed.

May, 1967 JWAC Action: M/m/s/c/ that this case be referred back
to the parties for possible solution with the committee to retain
jurisdiction.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
5-7-2950 Hills Transportation

P & D On December 6, 1966, a sub-contractor, B & M Trucking Company,
Dispute a gypo, picked up 42,826 lbs. of coffee bags in San Francisco
and delivered to Farmer Brothers Coffee Co. at 20333 Normandie in
Torrance, by-passing the terminal. We are claiming three (3) hours
driving time and three and one-half (3-1/2) hours unloading time,
a total of six and one-half (6-1/2) hours each for two (2) men; a
total of thirty-five and 01/100 (\$35.01) dollars each; for a grand
total this claim of seventy and 02/100 dollars (\$70.02).

Case #SC-2-(1)-7-8597.

JSC Motion: That the monies claim is denied. The Company is
instructed to abide by the agreement.

Deadlocked Southern California JSC February 3, 1967.

May, 1967 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
5-7-2951 Hills Transportation

P & D CASE #8398: On September 24, 1966, boxes 281 and 161 spotted
Dispute at Pacific Neal by R. Toretto, were picked up 9/24/66 by line
driver, Tony White at 9:00 p.m. Also, box #57 was spotted at
Pacific Neal 9/24/66 by Lorette and was picked by M. Laguna,
line driver. This claim is for 8 hours pay at time and one-half,
\$43.08.

CASE #8399: On October 1, 1966, San Francisco lease driver,
Ron Riruley, came to Los Angeles, dropped load at yard with
Tractor #19, and picked up load at Pacific Neal. This claim is
for \$43.08.

CASE #8400: On October 2, 1966, Laguna picked up box #63
at Pacific Neal at 3:00 p.m. Pat the Dispatcher, claimed Bob
had given him the wrong phone number, but Bob Carroll and
Harvey, the Dispatcher, had the correct one and Bob Carroll
had also given Pat the correct one. This claim is for \$43.08.

Cases #SC-2-7-(12-6)-8398, 8399, 8400.

JSC Motion: That the position of the Union be upheld.

Deadlocked Southern California JSC February 2, 1967.

May, 1967 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
5-7-2955 National Trucking Company of Los Angeles, Inc.

P & D On December 19, 20, 21, 22, 23, 27, and 28th, this member
Dispute was on lay-off and casuals or junior men or dispatcher worked
 in his place. This claim is for 7 working days at \$3.465 per
 hour, for a total claim of \$194.09.

Case #SC-2-7-8804.

JSC Motion: That the claim of the Union be upheld.

Deadlocked Southern California JSC February 10, 1967.

May, 1967 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 357, Los Angeles, California, and
5-7-2967 Milne Truck Lines

P & D
Dispute

For and on behalf of Ralph E. Wadsworth: On the night of the violation February 27, 1967, I was doing my bid job of hostler when I was told by Ernie Bergen the yard supervisor to go and operate the fork lift. I told him I didn't think it was right as there was yard hostling work and there was Local 208 drivers in the yard doing hostling work and there was other Local 357 men that could operate the fork lift and they should get one of them. He told me to go ahead and do it as Troy Vinson said to. I went to see Troy Vinson about it right then and was told to go back out and do as I was told to do, that he wasn't paying me to stand around and talk to him. I did not argue with him but I don't think that this is the right attitude for a Supervisor to take when an employee is trying to do his job and trying to do right.

Case #SC-4-7-9027.

JSC Motion: That the claim of the Union be denied.

Deadlocked Southern California JSC April 4, 1967.

May, 1967 JWAC Action: The case is referred back to the parties for possible settlement and the committee will retain jurisdiction.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 871, Pomona, California, and
5-7-2974 Pacific Intermountain Express

P & D Local 871 is filing for 3-1/2 hours overtime for every instance
Dispute in which an inbound line driver has interrupted an inbound line run
to pick up trailers and gear at Guasti and deliver them into
Los Angeles.

Case #SC-4-7-9014.

JSC Motion: That based on the facts presented in this case
the claim of the Union be upheld.

Deadlocked Southern California JSC April 3, 1967.

May, 1967 JWAC Action: (Committee for Local Operations)
M/m/s/and Deadlocked that the claim of the Union be denied.
(Main Committee) - M/m/s/c/ that this case be referred back
to the parties for possible settlement and this committee will
retain jurisdiction until the August meeting.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

Case # Local 17, Denver, Colorado, and
8-7-3106 Eastern Express

P & D Local 17 protests the proposed bid by Eastern Express as
Dispute a violation of the contract.

Case #2.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC March 8, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
8-7-3107 I.M.L. Freight, Inc.

P & D Clyde Higby filing for two days funeral pay.
Dispute

Case # 134.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC July 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case #
8-7-3108

Local 17, Denver, Colorado, and
Rio Grande Motor Way, Inc.

P & D
Dispute

Harry L. Sherman filing for \$21.80 because the Company
used a road driver instead of a city driver.

Case #89.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC July 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
8-7-3109 Eastern Express, Inc.

P & D George W. Gilliatt is filing a pay claim for \$26.40 on
Dispute April 13, 1967.

Case #65.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC May 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
8-7-3110 Eastern Express, Inc.

P & D Dale Jenkins is filing a pay claim for \$26.40.
Dispute

Case #64.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC May 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
8-7-3111 Illinois-California Express

P & D James L. Fisher is filing a pay claim for \$40.10 on
Dispute April 9, 1967.

Case #59.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC May 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
8-7-3112 Illinois - California Express

P & D John Mollendor is filing a pay claim for \$40.10 on
Dispute April 9, 1967.

Case #58.

JSC Motion: None given.

Deadlocked Colorado - Wyoming JSC May 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
8-7-3113 Illinois - California Express

P & D Ed Brackett is filing a pay claim for \$40.10 on April 9, 1967.
Dispute

Case #57.

JSC Motion: None given.

Deadlocked Colorado - Wyoming JSC May 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
8-7-3114 Illinois - California Express

P & D
Dispute Thomas R. Wickham, Jr. is filing a pay claim for April 9, 1967
for \$40.17.

Case #56.

JSC Motion: None given.

Deadlocked Colorado - Wyoming JSC May 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
8-7-3115 Rio Grande Motor Way, Inc.

P & D James A. Lovato is filing a pay claim for March 13, 1967.
Dispute Mechanic pulling trailers.

Case #53.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC May 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 17, Denver, Colorado, and
8-7-3116 United-Buckingham Transportation Co.

P & D Donald A. Ferguson is filing a pay claim for \$59.40 on April 11,
Dispute 12th and 13, 1967.

Case #63.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC May 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
8-7-3117 Garrett Freightlines, Inc.

P & D Local 81 is in dispute with Garrett Freightlines over changing
Dispute of bid men's starting times on April 4, 5, 6, 1967.

The Union contends that there is a great deal of money and several drivers involved in this issue, so the Union will use the case of driver Rhoads as the one on issue.

On April 6, 1967, Mr. Rhoads' starting time was 9:00 a.m. and the Company called him to start at 1:00 p.m. on that date. When a bid man's starting time is changed in the middle of the week, the Company is required to pay overtime. Once a bid time is established the starting time cannot be changed without the consent of the driver. He gets his overtime, plus 8 hours. Some of the bid men were moved as much as from 1 to 12 hours. The Union contends that 80% of the men are bid men that are guaranteed 40 hours a week and the Company cannot change their time. Twenty percent of the men are allowed to bid the balance of the jobs and are guaranteed 8 hours. This change in bid time was prior to the Company lock-out and therefore the conditions of the contract shall apply.

Case #884.

JSC Motion: That the employer's position be sustained.

Deadlocked Oregon JSC June 5, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
8-7-3118 McCracken Bros. Motor Freight

P & D Local 81 is in dispute with McCracken Bros. Motor Freight over
Dispute claim of Harry Cleveland for cost of clothing burned by battery
acid on Friday, May 5, 1967.

The Union contends that the contract states that the Company must furnish employees with protective clothing. Mr. Cleveland was instructed to pick up an empty trailer. He found two loaded trailers, one with batteries. He was told to move the loaded trailers which he did and one of the batteries fell out and spilled acid on his clothes. The batteries were not tied down. The claim is for \$4.98 for a new pair of pants.

Case #895.

JSC Motion: That the Union's claim be denied in this case.

Deadlocked Oregon JSC July 10, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 146, Colorado Springs, Colorado, and
8-7-3119 Red Ball Motor Freight, Inc.

P & D Rolland Olson states: My normal starting time is 7:30 a.m. On
Dispute Friday, April 14, I was called to come to work at 10:15 a.m.,
therefore, I am claiming time from 7:30 a.m. to 10:15 a.m.
which should be on an overtime basis at \$4.95 per hour; 2 hours,
45 minutes, totaling \$13.60.

Case #113.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC May 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 146, Colorado Springs, Colorado, and
8-7-3120 Red Ball Motor Freight, Inc.

P & D Andy Bufmack states: My normal starting time is 7:30 a.m.
Dispute On Friday, April 14th, I was called to come to work at 10:30 a.m.,
therefore, I am claiming time for 7:30 a.m. to 10:30 a.m.,
which should be on an overtime basis at \$4.95 per hour -
3 hours, \$14.85.

Case #105.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC May 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 190, Billings, Montana, and
8-7-3121 N. P. Transport

P & D Request on behalf of Anton Job, pay at overtime rate for trailers
Dispute being spotted on March 13, 1967.

The Consignee, Pierce Packing had requested the trailers spotted and they were to be loaded with Easter hams. At the time all N.P. men were working as well as others who were on their day off, and who had been called in to work. On the day in question, Anton Job worked 1-1/2 hours overtime. The trailers were spotted at Pierce Packing by two different P & D men.

Case #M-679.

JSC Motion: That in Case M-679 the claim be paid and two hours overtime be paid to the driver who parked the first trailer and two hours overtime to the driver who parked the second trailer - if the same driver parked both trailers he shall receive the 4 hours overtime.

Deadlocked Montana JSC April 21, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3122 American Transportation Company

P & D This member claims pay entitlement for April 12th and April 13th
Dispute when he was not worked and the Company worked a junior employee
in his stead.

Case #SC-6-(5)-7-9241.

JSC Motion: That based on the facts presented in this particular
case, A. Martinez be paid for April 12, 1967 at his applicable
rate of pay.

Deadlocked Southern California JSC June 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3123 Citizens Warehouse Trucking Co., Inc.

P & D Company refuses to place this member on the seniority list
Dispute and he has been on layoff since April 10, 1967. The position
of the Union is that he be placed on the seniority list as per
contract and he be reimbursed for all time lost as a result
of the employer's action.

Case #SC-5-7-9247.

JSC Motion: That based on the decision in Case SC-4-7-9076,
Mr. Morring is being properly used as a sub-hauler.

Deadlocked Southern California JSC April 27, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3124 Consolidated Freightways

P & D The Local Union is protesting violation of Article 48, Sections
Dispute 4 and 5; and Article 57, Section 'D', by the Company.

Case #SC-5-(2)-7-8764.

JSC Motion: That the following named men with the following seniority dates be placed on the seniority list at Consolidated Freightways: Bentley, August, 1966; Footitt, August, 1966; Gaw, August, 1966; Harris, August, 1966; Howell, August, 1966; Nilsen, August, 1966; Slynoground, September, 1966; and Tate, August, 1966, and that they be compensated for all time lost.

Deadlocked Southern California JSC April 27, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3125 Exley Express, Inc.

P & D On February 18, 1967, the Company dispatched a junior employee,
Dispute M. I. Albertson. Esparza being the senior driver should have been
called into work that day. Therefore, we claim a day's pay at
time and one-half, for a total claim of \$43.12.

Case #SC-6-7-9496.

JSC Motion: That the claim of L. Esparza is denied.

Deadlocked Southern California JSC June 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3126 Glendale Transfer & Storage

P & D CASE #9259: - The Company worked two non-unit men,
Dispute E. Martinez, and W. Atkins, from Employers Service, at
the rate of \$8.64 per 8 hours each. We ask for the difference,
\$20.28 each, total \$40.56, to be paid to these two men. Further,
we ask a day's pay for G. Kramer, the amount of \$27.72, which
was laid off and 4-1/2 hours pay for M. McFadden, amount of
\$13.84; McFadden being on layoff was started at 2:00 p.m.

CASE #9261: - Austin L. Keffer protests warning notice
dated 4/3/67.

CASE #9262: - Austin L. Keffer protests warning notice
dated 4/3/67.

CASE #9264: - Austin L. Keffer protests his termination
dated 4/3/67 and requests that he be reinstated with full
seniority and compensated for all time lost.

Cases #SC-5-7-9259 - 9261 - 9262 - 9264.

JSC Motion: That based on the correspondence from the
Company, these cases are improperly before this committee.

Deadlocked Southern California JSC April 27, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3127 Griley Security Freight Lines

P & D
Dispute

The Union claims on April 10th, Harrison Turnbull reported for work at 7:00 a.m. He was ready to punch in but was asked to sign in and give a phone number where he could be reached. The company called him to work at 11:00 a.m. We claim 3 hours and 20 minutes at premium time, for a total claim of \$17.96.

Case #SC-7-(6)-7-9503.

JSC Motion: That based on the facts presented in this case, the claim of Harrison Turnbull be allowed.

Deadlocked Southern California JSC July 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3128 Hills Transportation

P & D On Saturday, June 3, 1967, three gippos were sent to Continental
Dispute Can on Eastern Avenue and loaded three trailers to go north.
It has been the practice in this yard to bring a regular employee
in and pull the loaded trailer into the yard from Continental Can
and then line drivers take it north. Claim is for 8 hours pay
at premium time, for a total claim of \$46.08.

Case #SC-7-7-9710.

JSC Motion: That the claim of the Union be allowed.

Deadlocked Southern California, JSC July 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3129 Krown Transportation Company

P & D William Bruning claims four (4) day's pay at \$3.465 per hour,
Dispute a total claim of \$110.00, in that he was laid off and junior
employees were used in his place. Pacific Commercial
Warehouse and Krown Transportation Company are manipulating
seniority lists. We wish the Joint State Committee to
establish one seniority list and order the Company to stop
its unfair labor practice and to cease and desist discriminating
against certain employees.

Case #SC-5-7-9278.

JSC Motion: That based on the facts presented in this case,
the claim of the Union is denied and that Krown Transportation
Company and Pacific Commercial Warehouse are two (2)
separate and independent corporate entities with separate
seniority lists.

Deadlocked Southern California JSC April 28, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3130 Los Angeles - Seattle Motor Express, Inc.

P & D On 4/12/67 the Company notified all drivers except Bradley
Dispute to report for work at their respective starting times. Therefore,
we claim one day's pay. Total this claim, \$27.72. All
pertinent information and facts will be presented to the committee
at the time of hearing this case.

Case #SC-7-7-9721.

JSC Motion: That the claim of the Union be allowed.

Deadlocked Southern California JSC July 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 208, Los Angeles, California, and
8-7-3131 Los Angeles-Seattle Motor Express

P & D
Dispute

CASE #9517: It is the Union's contention that Robert Parral bid a start time; that the Company set him back from a 9:00 a.m. bid to a 10:00 a.m. bid. We are claiming one hour at premium time, \$5.20 for date of May 15, 1967 and \$5.20 for each day thereafter that the Company brings him in at 10:00 a.m.

CASE #9518: It is the Union's contention that Arthur Gomez bid a start time; that the Company set him back from a 9:00 a.m. bid to a 10:00 a.m. bid. We are claiming one hour at premium time, \$5.20 for date of May 15, 1967 and \$5.20 for each day thereafter that Company brings him in at 10:00 a.m.

Case #SC-6-7-9517 and 9518.

JSC Motion: That based on the facts presented, the claim of the Union is allowed.

Deadlocked Southern California JSC June 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3132 Milne Truck Lines

P & D It is the Union's position that Milne Truck Lines is using
Dispute casuals to deprive the regular employees from performing
their work and their tour of duty. We are asking for all monies
that these casuals earned that the regular employees should
have earned if the Company would have worked them in their
rightful place of position.

Case #SC-5-(4)-7-9118.

JSC Motion: That the position of the Union be upheld and that
the claim be paid for the period of time claimed.

Deadlocked Southern California JSC April 28, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3133 Milne Truck Lines, Inc.

P & D It is the contention of the Union that E. Bearden picked up
Dispute lamp black on 2/20/67 and also on 3/10/67 and the Company
would not pay him for it. We therefore are claiming one
dollar (\$1.00) for each day for a total claim of \$2.00.

Case #SC-5-7-9281.

JSC Motion: That based on the past practice of Milne Truck
Lines, the claim of Everitte Bearden be upheld.

Deadlocked Southern California JSC April 28, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3134 Milne Truck Lines, Inc.

P & D On 3/1/67 the Company dispatched a junior man, Stanley,
Dispute instead of the senior man, Sexton. We therefore claim the
difference in what the junior man earned that the senior man
should have earned.

Case #SC-5-7-9282.

JSC Motion: That the claim of Cliff Sexton be denied.

Deadlocked Southern California JSC April 28, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3135 Navajo Freight Lines

P & D Local 208 on behalf of Lloyd Anderson claims the dollar per
Dispute day 'obnoxious cargo' pay benefit and/or entitlement to Company
furnished clothing when picking up cargo deemed obnoxious.

Case #SC-6-7-9521.

JSC Motion: That the claim of Lloyd Anderson be denied.

Deadlocked Southern California JSC June 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3136 Quick Service Transfer Company

P & D Local 208 on behalf of Julian Sandoval claims entitlement to
Dispute the difference in pay of \$3.59 per hour to \$5.71 per hour,
rigging rate for a total of five hours on date of April 28, 1967.
Total this claim \$10.60.

Case #SC-7-7-9729.

JSC Motion: That this is not rigging, therefore, the claim
of the Union is denied.

Deadlocked Southern California JSC July 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 223, Portland, Oregon, and
8-7-3137 Pierce Auto Freight

Office The Union contends that Pierce is signatory to the National Master
Dispute and Western States Office Agreements and that Local 223 has the
required bargaining cards and therefore according to the Contract
this case is proper before the committee. Also, that the case
before the National Labor Relations Board and the unfair practice
suit that Local 223 has against Pierce does not effect this committee
hearing this case.

The Company contends that this case is improper before this
committee due to the fact that Pierce has a case pending before
the National Labor Relations Board for a certified election and
that they did not want to expose their evidence at this time.

Case #896.

JSC Motion: That the case is improper before this committee
at this time.

Deadlocked Oregon JSC (no date of action given)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 235, Orange, California, and
8-7-3138 O. N. C. Motor Freight System

P & D CASE #9569: A regular bid position on a start time was vacated
Dispute by Jim Marriott who resigned. The position was never posted
for bid and was filled by a casual. We are claiming the difference
in pay from 3:00 a.m. which Darrell Dandie should have had and
the 10:00 a.m. start that he was on.

CASE #9570: A regular bid position on a start time was vacated
by Bill Case who resigned. The position was never posted for
bid and was filled by a casual. We are claiming the difference
in pay from 3:00 a.m. which Donald Ware should have had and the
10:00 a.m. start that he was on.

Cases No. SC-7-7-9569 and 9570.

JSC Motion: That the claim of Dandie and Ware be allowed.

Deadlocked Southern California JSC July 10, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
8-7-3139 Delta Truck Lines

P & D
Dispute

COMPLAINT BY McCLENEY: "I would like to protest the swamping bid we now have. Bob Wilson, who bid checker-loader-swamper 7:00 a.m., has been held on dock time and time again while hall men or other dock men with less seniority were sent out and also received overtime. Bid for swamping in the past has always been swamper-loader-checker. Herb Helmers, Tommy Morris and Steward, McCleney, had a meeting on 4-24-67 with Terminal Manager, Dick Merrick, and his response was - file and let committee decide who is right. Even though when bid man goes swamping and another is needed, Foreman Buchanan sends anyone he pleases, instead of by seniority.

Since meeting of 4-24-67, Tommy Morris and Steward had another meeting on 5-9-67; Merrick gave same response. (6-8-67 Chew had same response)

Case #SC-7-7-9588.

JSC Motion: That the claim of the Union be upheld.

Deadlocked Southern California JSC July 11, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
8-7-3140 DC International

P & D Complaint by Jefferson: "My regular starting time is 12:01 a.m.
Dispute I was called on Wednesday and asked to report to work at 8:00 a.m.,
in which I did report to work and was paid for 8 hours only. I am
claiming time and one-half for being brought in before my bid
starting time - 4 hours in the amount of \$21.21.

Case #SC-6-7-9373.

JSC Motion: That the claim of the Union be denied.

Deadlocked Southern California JSC June 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
8-7-3141 Transcon Lines

P & D For and on behalf of: Paul T. Corral. "I request two days pay
Dispute due to the dispatcher, Charlie Long, performing duties of route clerk on April 10th and April 11th, 1967. I reported for duty on the above dates, therefore, I am entitled to two paid days. I am claiming 16 hours pay in the total amount of \$57.44.

Case #SC-6-7-9381.

JSC Motion: That the claim of the Union be allowed.

Deadlocked Southern California JSC June 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
8-7-3142 Transcon Lines

P & D
Dispute

Complaint By Valdez: - "On 3-23-67 I signed the week end bid sheet of the 25th and 26th. My first choice was Saturday at 10:30 a.m., yardman, and second 5:30 a.m., Sunday yardman. T. Hart's first and only choice was 3:30 p.m. Saturday, checker-loader. At 8:30 a.m. Friday the 24th, the bids were posted as follows: 10:30 a.m. John Ruiz; 3:30 p.m. checker-loader T. Hart; 5:30 a.m. Sunday yardman, R. Valdez. Friday morning John Ruiz came in and told the Company that he was sick and would not be able to work the weekend. I was next in seniority to work the 10:30 a.m. bid instead Brian Wormel told Hart to work the 10:30 a.m. yard. I worked 14-1/2 hours Sunday from 5:00 a.m. to 8:00 p.m. because none of the other yardmen wanted to come in on Easter to work. T. Hart was one of the men called and asked if he wanted to come in and relieve me. I am claiming 8 hours overtime because I feel I should have worked Saturday at 10:30 a.m. and if Hart wanted to change his starting time he could have worked Sunday at 5:30 a.m. Company rules on the w/e bid are as follows: Once an employee has bid for w/e work, he will not be permitted to alter his bid in any manner. Bid closes at 7:00 a.m. Friday.

I am requesting 8 hours in the amount of \$43.04.

Case #SC-5-7-9232.

JSC Motion: That the claim of Robert Valdez be denied.

Deadlocked Southern California JSC April 26, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case #
8-7-3143

Local 396, Los Angeles, California, and
DiSalvo Trucking Company

P & D
Dispute

Local Union 396 on behalf of Donald George Smith is protesting the fact that he bid on a three axle run and at the time he bid on the run, April 1, 1965, it was a heavy duty job with five axle pay, but since July 1, 1965 three axle runs were put on the light duty seniority list with less pay; therefore, for three years he has requested to be put back on the heavy duty seniority list but has been denied. We feel that since he was hired as a heavy duty man, he should be reinstated on the heavy duty seniority list.

Case #SC-6-(5)-7-9233.

JSC Motion: That in the event Donald Smith bids on to the heavy duty seniority list, his seniority date will be the date he bids on to that list.

Deadlocked Southern California JSC June 7, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 483, Boise, Idaho, and
8-7-3144 Garrett Freightlines

P & D The Union states that on Friday, February 17, 1967, the Company's
Dispute foreman at Boise, one Nick Beristain, was observed unloading
freight from a trailer. The Union claims a day's pay for a 20%
employee, Jim Chrisman, who was not worked that day.

Case #929 (Apr. 67-1)

JSC Motion: That due to the fact that the infraction occurred
prior to the last decision that the laid off employee be paid four
hours pay.

Deadlocked Utah-Idaho JSC May 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 690, Spokane, Washington, and
8-7-3145 Consolidated Freightways

P & D Requesting pay for Ben Cleveland for hours from time
Dispute G. J. Darby, casual employee started work June 6th to
time Ben Cleveland was called to report for work.

Case #1747 (U).

JSC Motion: That the claim of the Union be denied.

Deadlocked Washington June 22, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 883, Hood River, Oregon, and
 8-7-3 146 Lester Auto Freight, Inc.

Office Local 883 is in dispute with Lester Auto Freight, Inc. over their
 Dispute request for recognition as the bargaining agency for the Clerical
 Employees under the terms of the Master Freight Agreement.
 This is covered by Article 3, Section 2, non-covered unit.

The Union contends that they have 6 bargaining cards signed. These
 cards were signed on April 25, 1967 by 5 girls in Hood River
 and one in Portland. The girls are now classified, but the Union
 feels that the Company is stalling because they will not meet with
 them. They had made an agreement with the Company that the
 girls were to start as of May 8th as Union, but the Company now
 refuses to recognize the Union as the bargaining agent, although
 they have the bargaining cards.

The Company contends that it is the position of Lester Freight
 Lines, Inc. that the non-covered unit provisions of the National
 Master Freight Agreement is not applicable to clerical employees
 in the State of Oregon. That the Master Agreement in the 11 Western
 States is restricted to pick-up and delivery and dock employees
 and line and sleeper drivers.

Case #883.

JSC Motion: That the Union's claim be upheld.

Deadlocked Oregon JSC June 5, 1967.

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE

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Case # 8-7-3147	L-554	ROBERT R. BLAIR, member of Local 357, Los Angeles, California. Employee of Imperial Truck Lines, Inc. Request is for a period of ninety (90) days, effective June 19, 1967, for the purpose of a promotion to Freight Sales Representative.
	L-555	MIKE BOLERATZ, member of Local 357, Los Angeles, California. Employee of Transcon Lines. Request is for a period of thirty (30) days, effective May 16, 1967, for the purpose of taking position in Management.
	L-556	VON H. BROWNSON, member of Local 235, Orange, California. Employee of Anaheim Truck & Transfer. Request is for a period of ninety (90) days, effective June 19, 1967, for the purpose of taking position of Dispatcher. NOTE: Previous Leave commencing June 21/65 for a period of 90 days was granted during the August, 1965 JWAC Meetings. Refer to Case #8-5-1988 - L-351. Also: Previous Leave commencing June 20/66 for a period of 90 days was granted during the August, 1966 JWAC Meetings. Refer to Case #8-6-2514 - L-460.
	L-557	MICHAEL CERJANCE, member of Local 741, Seattle, Washington. Employee of United-Buckingham Freight Lines. Request is for a period of ninety (90) days, effective June 12, 1967, for the purpose of trying out for the position of Dock Foreman.
	L-558	JAMES B. COFFEY, member of Local 468, Oakland, California. Employee of Camall Service. Request is for a period of ninety (90) days, effective May 5, 1967, for the purpose of Dispatching for Camall Service.
	L-559	ABELARDO W. GARCIA, member of Local 357, Los Angeles, California. Employee of California Motor Transport Co. Request is for a period of ninety (90) days, effective June 1, 1967, for the purpose of transferring to Supervisory duties.
	L-560	ROBERT P. LOPEZ, member of Local 208, Los Angeles, California. Employee of Signal Trucking Service, Ltd. Request is for a period of ninety (90) days, effective May 5, 1967, for the purpose of Dispatcher at Local Union 208's Hiring Hall.
	L-561	JOE SAN PAOLO, member of Local 692, Long Beach, California. Employee of Signal Trucking Company. Request is for a period of ninety (90) days, effective May 15, 1967, for the purpose of taking position as Hiring Hall Dispatcher for Local 692.

(Continued)

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
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Case # 8-7-3147	L-562	<u>ORAN K. PRICKETT</u> , member of Local 208, Los Angeles, California. Employee of California Motor Transport Co. Request is for a period of ninety (90) days, effective June 1, 1967, for the purpose of transferring to Supervisory duties.
	L-563	<u>ROY ROGERS</u> , member of Local 741, Seattle, Washington. Employee of United-Buckingham Freight Lines. Request is for a period of ninety (90) days, effective May 17, 1967, for the purpose of trying out for the position of Safety Director of the Seattle terminal.
	L-564	<u>ROBERT F. TONACK</u> , member of Local 900, Pendleton, Oregon. Employee of Garrett Freightlines. Request is for a period of ninety (90) days, effective June 19, 1967, for the purpose of assuming duties of Secretary-Treasurer for Local 900.
	L-565	<u>JESUS LARA FRANCO</u> , member of Local 224, Los Angeles, California. Employee of Carey Truck Line, Inc. Request is for a period of ninety (90) days, effective June 1, 1967, for the purpose of working in a non-covered position.
	L-566	<u>EUGENE MOUTON</u> , member of Local 208, Los Angeles, California. Employee of Illinois-California Express. Request is for a period of ninety (90) days, effective June 12, 1967, for the purpose of qualifying for another position as Foreman on the dock.
	L-567	<u>MARION R. REECE</u> , member of Local 104, Phoenix, Arizona. Employee of Leeway Motor Freight, Inc. Request is for a period of ninety (90) days, effective July 1, 1967, for the purpose of trying out as a Dispatcher.
	L-568	<u>JOHN NICHOLS</u> , member of Local 208, Los Angeles, California. Employee of Lee Way Motor Freight, Inc. Request is for a period of ninety (90) days, effective July 1, 1967, for the purpose of working as a Foreman Trainee.
	L-569	<u>DONALD R. NEELY</u> , member of Local 208, Los Angeles, California. Employee of J. Christenson Co. Request is for a period of twenty (20) days, effective July 17/67, for the purpose of relief for vacations of Dispatchers. NOTE: Previous leave commencing December 1, 1966 for a period of 30 days was granted during the February, 1967 JWAC Meetings. Refer to Case #2-7-2800 (L-524)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
 11-6-2658 Transcon Lines

Joint On weekends (Saturday & Sunday) Company refuses to put
 Council 7 hostler on duty to hostile line equipment. Union requests day's
 Dispute pay for each shift that this was done and for the Company to
 put local people on this job in the future. Pay to be for man on
 Interpretation a wheel basis as practice.

Employer Position:

Records indicate there is no need for a hostler on weekends.

Case #LD-2467.

Joint Council #7 Labor-Management Committee Motion: That
 due to the fact this case involves sleeper drivers, this case
 is referred to the JWC for interpretation. Motion Carried.

Joint Council #7 Labor-Management Committee date of action,
 September 1, 1966.

November, 1966 JWAC Action: Postponed.

February, 1967 JWAC Action: Postponed.

May, 1967 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 839, Pasco, Washington, and
11-6-2707 Consolidated Freightways (Bulk)

Tanker Maintenance of Standards in regards to having a mechanical
Dispute cooling system or an air conditioning in all sleeper cabs 1964
or newer, as in old agreement.

The Union position is: That all equipment 1964 or newer either
have air conditioning or mechanical cooling system. (Filed
under Article 6, Master Freight Agreement).

Case #1473 (U).

JSC Motion: That the Company is complying with the claimed
maintenance of standards.

Deadlocked Washington JSC August 17, 1966.

November, 1966 JWAC Action: Postponed.

February, 1967 JWAC Action: Postponed.

May, 1967 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon - Local 741, Seattle, Washington
 2-7-2803 Portland-Seattle Auto Freight

O-T-R Company requested permission to inaugurate piggy-back service
 Dispute between Portland and Seattle and Seattle and Portland. Union
 stipulated certain conditions against such operations. The
 Company then filed a grievance protesting the Union's interpre-
 tation.

The position of Local 81 is that there will be no piggy-back
 operations out of Portland with the exception of empty trailers,
 without all drivers on Portland-Seattle seniority board working.
 Local 81 also contends that if empty trailers are piggy-backed
 into Portland from Seattle for loads to return to Seattle, all
 drivers must be protected before such trailers are pigged back
 to Seattle.

Case Number - None given.

JSC Motion: None given.

Deadlocked Oregon JSC October, 1966.

February, 1967 JWAC Action: Postponed.

May, 1967 JWAC Action: Withdrawn by the Company without
 prejudice. As per request dated July 19, Company now
 wishes to have this case returned to the August Agenda.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
2-7-2859 The Ringsby System

O-T-R Donald W. Burke and Ray G. Stout state: On all ammoloads
Dispute transported in California the State required an inspection stop
on all hills with a special speed limit of less than 50 m.p.h.,
Section 22407 of the Vehicle Code. This has been turned down
several times and was told by our Supervisor that would not
pay this claim that it was not a Company rule and not to stop.
One driver was fined for this and was fined \$110.00. We think
this is part of job that goes with hauling ammo and should be
paid.

Case #9.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC January 4, 1967.

February, 1967 JWAC Action: Postponed.

May, 1967 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 81, Portland, Oregon, and
2-7-2915 O. N. C. Fast Freight

O-T-R Runaround claim for one and three quarter hours for Marvin
Dispute Bradshaw.

On January 10, 1967, a Medford extra board driver Bassett was dispatched from Portland to Medford at 7:00 p.m. Rick Herglund who is the number four bid driver from Portland to Medford was dispatched at 9:30 p.m. Driver Bradshaw who is the fifth Portland-Medford bid driver was dispatched at 9:30. This is a violation of the Over-The-Road Supplemental Agreement and also a violation of the Agreed Upon Dispatch Rules between Local 81 and Oregon-Nevada-California Fast Freight.

Case #844.

JSC Motion: None given.

Deadlocked Oregon JSC January 6, 1967.

May, 1967 JWAC Action: M/m/s/c/ that this case will be referred back to the parties and we will hold it until next month. (Committee retains jurisdiction)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
2-7-2916 O. N. C. Fast Freight

O-T-R
Dispute

The Union is claiming runaround pay for driver Rick Herglund on January 4, 1967 for improper dispatch from Medford to Portland. Herglund has the number four bid position out of Portland to Medford. The dispatch rules between Local 81 and O.N.C. Fast Freight read as follows: The foreign bid men will be dispatched first, the home bid man next, foreign extra board man next, and the home extra board man next. This applies at the home terminal and at the lay point.

The day in question the Company dispatched a Portland extra board man from Medford to Portland, fifteen minutes later they dispatched Sable, the number three bid man from Medford to Portland. Herglund, the number four Portland bid man then laid two and one-half (2-1/2) hours in Medford before being dispatched.

The Union's contention is that both pieces of Portland bound equipment were in Medford ready for dispatch and that both Portland bid drivers, Sable and Herglund's I.C.C. rest period were up. Under the dispatch procedure the Company should have dispatched Sable, the number three bid man on the equipment the extra board man pulled. Then Herglund, the number four bid man on the equipment that Sable pulled. The extra board man should have been dispatched on the equipment Herglund did pull two and one-half hours later.

Case #843.

JSC Motion: That the Union's claim be denied.

Deadlocked Oregon JSC February 6, 1967.

February, 1967 JWAC Action: Postponed.

May, 1967 JWAC Action: M/m/s/c/ that this case will be referred back to the parties and we will hold it until next month. (Committee retains jurisdiction)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 190, Billings, Montana, and
 5-7-2995 Consolidated Freightways - Bulk Commodities

Tanker Request on behalf of its member, K. Miller, pay for a Billings-
 Dispute Worland trip pulled by scabbie King.

Union states that a Worland trip pulled by a Casper based driver should have been pulled by Ken Miller who is based in Laurel. Further, the Union contends that equipment was available in Laurel and that it was not necessary to use Casper based equipment.

Employer stated in this case driver King had made a trip from Casper to Great Falls and was returning empty. At Billings he was given a load for Worland which was delivered and he returned on to Casper. This operation resulted in the utilization of equipment, and it was the employers position that another truck should not be brought in when one was on its route home, and could accomplish this delivery, and that again trucks that are parked in Laurel have been so parked because there is not enough business to justify use of these trucks at this time.

Case #T-32.

JSC Motion: That the claim of Mr. Miller in Case T-32 be denied.

Deadlocked Montana Joint State Tank Committee March 17/67.

May, 1967 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 190, Billings, Montana, and
5-7-2996 Consolidated Freightways - Bulk Commodities

Tanker Requesting in behalf of its member K. Miller, Pay for a
Dispute Billings-Cody trip pulled by Tom Cornett on February 26, 1967.

Union Position: Stated there were three units available and licensed and these units were parked. Claim that the Company has no right to park qualified equipment and call in trucks from other terminals. Employee Ken Miller was available for the trip in question.

Employer Position: Stated that on Sunday, February 26th, driver Cornett who is Cody based had a delivery from Cody to Powell, Wyoming. From Powell he was dispatched to Billings empty, where he was loaded for a trip to Cody. They do have units in Laurel which are parked and they have been parked because there is not sufficient business to justify operating them, and had a Laurel based unit been used to deliver the Cody load, the deadhead miles would have been greater than the deadhead miles paid from Powell to Billings. On the date in question Ken Miller pulled a load to White Sulphur Springs which paid him approximately \$11.00 more than the Cody trip would have paid.

Case #T-31

JSC Motion: That the claim by Mr. Miller in Case #T-31 be denied.

Deadlocked Montana Joint State Tank Committee March 17, 1967.

May, 1967 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 208, Los Angeles, California, and
5-7-2997 California Motor Express

Sub- On the date of December 16, 1966, Carlos Valdez was placed
Contracting on a layoff while the employer continued to sub-haul freight,
consisting of work which Valdez was qualified, able and available
to perform. Also, work which Valdez was rightfully entitled
to in accordance with his seniority. Said practice having
continued for a period of thirty days, representing the entire
period of this layoff.

For, and on behalf of Valdez, the Local Union claims a day's
pay at the applicable rate of pay, for each and every day
involved, a total of twenty (20) days.

This claim also stands as a like and similar claim on behalf
of the following employees similarly situated, to-wit:

Rudolph Alva	Jesse Allen
Alvin Davis	Robert Schweitzer
John Moore	Arthur Delarosa
William Logan	Ruven Galindo
Arthur Carroll	Hector Sanchez

Case #SC-2-7-8754.

JSC Motion: That this is deemed a question of sub-contracting
and is therefore forwarded to the Joint Western Area Committee
for proper action. MOTION CARRIED.

Southern California JSC February 2, 1967.

May, 1967 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
 5-7-2998 Consolidated Freightways

Sub- The Local Union is protesting the action by Consolidated Freight-
 Contracting ways on violating Article 32 of the National Master Freight
 Agreement.

Case #SC-2-7-8765.

JSC Motion: That this case is deemed a question of sub-
 contracting and is therefore forwarded to the Joint Western
 Area Committee for proper action. Motion Carried.

Southern California JSC date of action, February 3, 1967.

May, 1967, JWAC Action: M/m/s/c/ that this case be Postponed
 until the parties that were involved can be present to further
 clarify it.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
5-7-3003 Universal Mill Supply

Clarifica- Local 224 requests a clarification of the Joint Western Area
tion Committee decision in Case #5-7-3003.

Please refer to JWAC Transcript Page #329, lines 25 and 26 -
Page #330, lines 1 thru 6. Also refer to the decision, Page #331
line 12, where the statement is made as a fact that the man
did sell the trucks. Local 224 feels that the word "IF" was
left out in error.

Case #SC-3-7-8934.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case #
5-7-3010

Local 315, Martinez, California, and
Pacific Intermountain Express

Tanker
Dispute

Union asking for one day's wages for top man, seniority, who
is often available as a Texas rig came in yard empty, steamed
out 10/3/66.

Case #T-17-618.

California-Arizona Joint State Tank Committee Motion: That
the Union's position be upheld, if by an examination of the
records it is shown that a Local 315 man was on layoff at
that time.

Deadlocked California-Arizona Joint State Tank Committee
March 16, 1967.

May, 1967 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
5-7-3024 The Ringsby System

O-T-R Wilford George states: Arrived at Los Angeles 12/29/66 at
Dispute 8:16. Informed by dispatcher on arrival that loads were available
and received bills and travel orders within the first hour. Hooked
up and sealed at 11:32. At approximately 1:00 p.m., we received
word we were on ready line. We found open top trailer with all
four sides intact, but not tarped. We requested that the tarp be
put on due to high winds and storm. The dispatcher's first excuse
was that he had no tarp. Second excuse was he had no help.
Again we asked to be called when ready. At about 2:30 p.m., we
again came downstairs, found the trailer still had not been moved.
We requested to call Central Dispatch in regard to this open
trailer. Immediately the dispatcher found help to put the tarp on.
We were then notified ready and punched out and left within 2 to 5 minutes
at 4:16. We were never releived of duty; the freight was aluminum
moulding in boxes. The trailer was an open top with all four sides
up. Trailer was loaded and billed ready at 2104, 12/28/66.

Claim was originally held up by Bob Hughes for checking purposes.
Final disapproval was given the week of 2/13/67.

Case #24.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC March 8, 1967.

May, 1967 JWAC Action: This case is referred back to the parties
and committee retains jurisdiction.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
 5-7-3049 Los Angeles-Seattle Motor Express

O-T-R Money claim. Union is claiming runaround for a local man
 Dispute because a sleeper team from Portland, Oregon by-passed the
 Oakland terminal, and made deliveries at Sunnyvale.

Case #CB-2086.

JSC Motion: That the Union's claim be denied.

Deadlocked California Bay JSC March 20, 1967.

May, 1967 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
5-7-3051 Wells Cargo

Joint Two local pick-up drivers were called in at 10:30 p.m. on a
Council 7 Saturday and worked through until 2:30 p.m. Sunday afternoon.
Dispute Were paid for time worked at the overtime rate.

Union claims that according to starting time the men should have been paid from 8:00 a.m. Saturday morning. Union requesting pay at time and one-half for both Messrs. Pando and Accardo from 8:00 a.m. Saturday on the day in question.

Employer Position: They were paid correctly and starting time was not intended to apply on an overtime day.

Case #LD-2831.

Joint Council #7 Labor-Management Committee Motion: That the Union's position be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
March 17, 1967.

May, 1967 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 287, San Jose, California, and
5-7-3062 California Cannery

O-T-R Pay claim for McEver. Union claiming overtime rate of pay
Dispute for a shortline driver who worked on a Saturday in a higher
pay scale area.

Case #CB-2066.

JSC Motion: That the Union's position be upheld.

Deadlocked California Bay JSC February 21, 1967.

May, 1967 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 287, San Jose, California, and
5-7-3064 Interlines-Blankenship

O-T-R Bidding. Union claims that the Company has enough freight
Dispute generating out of San Jose to Los Angeles and feel that under
the agreement a shortline driver has the right to bid this line.
Company takes the position that this would be a Change of
Operations and they do not desire this change. Company main-
tains that they have no line power based at San Jose at the present
time to operate this run, they have just the two short line men.

Case #2098.

JSC Motion: That the Union's claim be denied.

Deadlocked California Bay JSC March 20, 1967.

May, 1967 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
 * * * * *

Case # Local 315, Martinez, California, and
 5-7-3065 Clark Farnsworth

O-T-R Union claiming for day's wages for top man on seniority list
 Dispute who was off and available as Company sent truck from L. A.
 into our area to pick up a load and go south.

Case #CB-2081.

JSC Motion: That the Union's claim be upheld.

Deadlocked California Bay JSC February 21, 1967.

May, 1967 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
5-7-3066 Consolidated Freightways

O-T-R Runaround for Collura. Union is claiming runaround on the bid
Dispute Reno division run because the Company sent freight out on the
sleeper cab truck and cancelled the division run. This freight
has been hauled by the division in the past.

Case #CB-2126.

JSC Motion: That the Union position be upheld.

Deadlocked California Bay JSC April 18, 1967.

May, 1967 JWAC Action: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 57, Eugene, Oregon, and
8-7-3148 Evert's Commercial Transport

Tanker Local 57 is in dispute with Evert's Commercial Transport over
Dispute runaround pay claim for Emil Ewoniuk.

The Union contends that Mr. Ewoniuk was off his run at 10:15 a.m. on March 3, 1967. A junior driver was dispatched at 6:30 p.m. when Mr. Ewoniuk had 25 available hours. Mr. Ewoniuk was not dispatched until 8:00 a.m. on March 5, 1967. Mr. Ewoniuk had the available hours so even though premium time was included he should have had the trip.

The Company contends that the man was held in because he was qualified for this trip to Corning, California on his 6th day. The trip to Corning, California is 9 hours and 45 minutes each way and the return of this trip would have been his seventh consecutive day, which is a premium pay day. The Company does not dispatch drivers on premium days.

Case #894.

JSC Motion: That the Union's position be upheld.

Deadlocked Oregon JSC (no date given)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
8-7-3149 American Pipe

Joint Charles Palmer's birthday fell on Sunday. The Company gave
Council #7 him next day off and worked men with less seniority. Mr. Palmer
Dispute was not paid for his birthday nor was he paid for being runaround.

Union claims pay for holiday and for claimed runaround.

Employer claims man was not worked 13 days and so was not
entitled to holiday pay.

Case # LD-3128.

Joint Council #7 Labor-Management Committee Motion: That
the Union's claim be denied.

Deadlocked Joint Council #7 Labor-Management Committee
July 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
 8-7-3150 American Pipe

Joint Money claim. Union claims correct procedure not used in
 Council #7 recalling laid off employee. Claims Mr. Rowe be paid one
 Dispute day's pay.

Employer claims contract complied with in recall of employee.
 Employee failed to report when received telegram.

Case #LD-3127.

Joint Council #7 Labor-Management Committee Motion: That
 the claim of the Union be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
 July 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 70, Oakland, California, and
8-7-3151 American Pipe

Joint Money claim. Union claims that Company did not follow
Council #7 correct re-hire procedure which caused employee to lose
Dispute work.

Union requests Mr. Mendes be reimbursed for all wages lost
due to Company not following proper procedure.

Case # LD-3126.

Joint Council #7 Labor-Management Committee Motion: That
the claim of the Union be upheld, less monies earned elsewhere.

Deadlocked Joint Council #7 Labor-Management Committee
July 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
 8-7-3152 Associated Freight Lines

Joint Union claims that Mr. Pacheco should be placed on the seniority
 Council #7 list as of his 12th day of work with Associated Freight Lines.
 Dispute

Union requesting Mr. Pacheco be given his correct seniority
 with the Company and also requesting all monies lost by him
 when the Company used casual men from the hall and he was
 by-passed.

Case # LD-3 131.

Joint Council #7 Labor-Management Committee Motion: That
 the Union's claim be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
 June 15, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
8-7-3153 I.M.L. Freight

Joint Union claims that employee be paid accrued vacation pay
Council #7 whenever he decides to take vacation. Requests that this
Dispute be changed to coincide with Article 56, Vacations.

Employer position is that vacation is neither due nor payable until
after the employee's anniversary date except when man is
terminated, quits or is laid off.

Case #LD-2990.

Joint Council #7 Labor-Management Committee Motion: That
the Union's position be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
July 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 70, Oakland, California, and
8-7-3154 March Transportation

Joint Union claims non-union personnel being used to perform
Council #7 bargaining unit work. Supervisor and son were used to clean
Dispute up yard on Saturday.

Request day's pay at Saturday rate for two top men on
seniority list.

Employer contends this work historically has been contracted
out, and not bargaining unit work.

Case # LD-2969.

Joint Council #7 Labor-Management Committee Motion: That
the claim of the Union be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
June 1, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

Case # Local 70, Oakland, California, and
8-7-3155 Panda Terminals

Joint Union contends that when an employee is sick during holiday
Council #7 he should be paid for both. Union requesting one day's pay
Dispute for employee.

Company claims that no sick pay is payable on a holiday.

Case #LD-3139.

Joint Council #7 Labor-Management Committee Motion: That
the claim of the Union be upheld as in JWC Case #5-5-1875.

Deadlocked Joint Council #7 Labor-Management Committee
July 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
8-7-3156 Pierce Freight Lines

Joint Council #7 Casual, Tolefree, was dispatched as heavy driver. After completing
Dispute local delivery, Tolefree was returned to yard, was then sent to Colgate and worked until noon. At that time was brought back to terminal and clocked out. Claims full day's pay.

Employer position is that he was hired out of hall on casual basis, worked him 4 hours and then were through with him and clocked him off.

Case #LD-2945.

Joint Council #7 Labor-Management Committee Motion: That the Union's claim be denied.

Deadlocked Joint Council #7 Labor-Management Committee May 18, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
 8-7-3157 Security Transportation

Joint Council 7 Dispute Company has changed the pay procedure - now claiming that by past practice it should remain as it was.
 Union claiming difference in pay between new and old method of computing pay.

Company claims figures are accurate and that men should be paid as per time slips.

Case #LD-2983.

Joint Council #7 Labor-Management Committee Motion: That under Article 6, Maintenance of Standards, the Union's position be upheld.

Deadlocked Joint Council #7 Labor-Management Committee July 1, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
8-7-3158 Transcon

O-T-R Claiming runaround time at the time and a half rate for the
Dispute top local men on the wheel. Company sent line drivers from
Oklahoma City to Salinas to pick up loads, then came back
through Alameda County and then on through to Los Angeles.

Cases No. CB-2172 - 2173 - and 2174.

JSC Motion: That based on the facts in this case, the
Union's position be denied.

Deadlocked California Bay JSC June 20, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
8-7-3159 Wells Cargo

Joint Council #7 Union claiming handling of articles listed under "Special
Dispute Handling" and the premium pay not being paid.
Union claims that diatomaceous earth falls under the
description of "Resin Sacks" and thus should be paid the
additional dollar per day. Union claims that employee be
paid all back monies due from handling special freight.

Case # LD-3149.

Joint Council #7 Labor-Management Committee Motion: That
since diatomaceous earth is not covered under Article 51,
Section 4, that the Union claim be denied.

Deadlocked Joint Council #7 Labor-Management Committee
July 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California,
 8-7-3160 Local 315, Martinez, California, and
 Encinal Terminals

Joint Local 315 line driver made pickups and deliveries in
 Council #7 Local 70's jurisdiction. Requesting day's pay for Local
 Dispute 70 man.

Case #LD2984 and 2986.

Joint Council #7 Labor-Management Committee Motion: That
 the Union's claim be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
 July 1, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California,
8-7-3161 Local 315, Martinez, California, and
Encinal Terminals

Joint Union claiming Local 315 man performing work belonging
Council #7 to Local 70. Making pick-up and delivery in Local 70
Dispute jurisdiction.

Case #LD-2985.

Joint Council #7 Labor-Management Committee Motion: That
the Union's position be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
July 1, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 70, Oakland, California,
8-7-3162 Local 315, Martinez, California, and
Encinal Terminals

Joint Union claims 315 men performing pick-up and delivery
Council #7 work in Local 70 jurisdiction. Request pay for Local 70
Dispute man.

Case #LD-2987.

Joint Council #7 Labor-Management Committee Motion: That
the Union's position be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
July 1, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
8-7-3163 Consolidated Freightways

O-T-R Local 81 is in dispute with Consolidated Freightways over
Dispute Company's refusal to pay vacation pay on or after employee's
anniversary date.

The Union contends that sometimes a man has to postpone his
vacation and that he should have his vacation pay when it is
due and this amount should be paid before he goes on vacation.

Case #864.

JSC Motion: That the Union's position be upheld.

Deadlocked Oregon JSC June 5, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 81, Portland, Oregon, and
8-7-3164 Consolidated Freightways, Inc.

O-T-R The Union contends that Cyr and Harmsen were dispatched to
Dispute Denver via Los Angeles with doubles. At Los Angeles they hooked
up a jeep converter and semi box and continued to Denver. At
Denver they dropped jeep converter and semi and picked up doubles
and returned. Since the men were dispatched with doubles from
Portland to Denver via Los Angeles, they should receive the
double bottom rate of pay to destination.

The Company contends that the new provisions set out what to do
if the driver is sent out with double bottoms and drop a box, but
nowhere does it cover semi. The team was destined for Los Angeles.
From Los Angeles they were sent with a jeep converter and semi
to Denver.

Case #906.

JSC Motion: That the Union's claim be upheld.

Deadlocked Oregon JSC July 10, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
8-7-3165 Consolidated Freightways

O-T-R The Union contends that drivers were dispatched from Chicago to
Dispute Seattle with doubles. They arrived in Seattle and were dispatched
to Silver Eagle. At Silver Eagle they were dispatched to Portland
with a semi. Their order in Chicago said Chicago to Seattle and
not to Portland, although their final destination was Portland.
From Seattle to Portland they did not receive double bottom pay
rate.

The Company contends that the men were dispatched to Seattle,
although the men are Portland based. The men soloed to Portland,
but the Company paid the semi rate. The Company paid double
bottom rate from Chicago to Seattle, but when a jeep converter is
used it is a semi operation and semi rate was paid from Seattle
to Portland.

Case #907.

JSC Motion: That the Union's claim be upheld.

Deadlocked Oregon JSC (no date of action given)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
8-7-3166 Consolidated Freightways, Inc.

O-T-R Local 81 is in dispute with Consolidated Freightways over double
Dispute bottom rates of pay to final destination. The Union will use driver
W. L. Wellman's trip claim #776234 on April 27, 1967 as a
factual case.

The Union is claiming the Company is using the wrong rate of pay for 176 miles of this trip from Portland to Minneapolis. The Union contends that the provision in the new contract says that the drivers dispatched with double bottoms shall receive double bottom pay even if they drop a box enroute. On May 29, 1967, the signing of the contract, there was no agreement on retroactive pay on double bottoms. On June 9, 1967, a letter listing sixteen items which were not retroactive was issued by the Western Conference of Teamsters, but double bottom pay was not listed. When we checked with the negotiating committee, we found that double bottom is retroactive and should be paid. On April 27, 1967, Mr. Wellman was dispatched to Minneapolis with a double bottom. At Big Stone he dropped one box because in Minnesota it is a State Law that you can't pull doubles. On April 27, 1967, Mr. Wellman was dispatched to Minneapolis, but was paid 1,634 miles at .0645 rate and 176 miles at the .06075 rate, which is the semi rate. The 176 miles should have been paid at the double bottom rate. According to the contract men should be paid the double bottom rate complete to destination.

The Company contends that nowhere in the contract does it cover double bottom rates of pay where the State has a law against pulling double bottoms. The Company agrees that if a man is sent to Eugene and drops a box that they pay according to the contract. The Company has men in Minnesota who make a living just pulling the box from Big Stone at the State Line into Minneapolis and do not feel that the contract covers this situation. This situation occurred on April 27, 1967, prior to the signing of the contract.

Case #905.

JSC Motion: That the Union's claim be upheld.

Deadlocked Oregon JSC July 10, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
8-7-3 167 Exley Express

O-T-R Local 81 is in dispute with Exley Express over wait time pay
Dispute claim for time spent at a road blockade.

The Union contends that this delay was not a road blockade, but a state delay, which is paid for at the regular hourly rate. This delay was caused by insufficient chains due to snow in California. The trucks were carrying 6 chains, but 8 chains are required by California. Exley had several trucks tied up because of this requirement. At one time an Exley driver, Mr. Attaway, brought the chain requirement to Martha, the dispatcher, showing California requires 8 chains. Therefore the Union contends that the trucks were not properly equipped and the regular hourly time should be paid.

The Company contends that this is a blockade or delay time and should be paid for at 1/2 time. They feel that the drivers could have switched chains instead of tying up all the trucks.

Case #871.

JSC Motion: That the Union's position be upheld.

Deadlocked Oregon JSC (no date given)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
8-7-3168 Garrett Freightlines, Inc.

O-T-R Local 81 is in dispute with Garrett Freightlines over runaround
Dispute claim for 14.5 hours pay for Robert Stedman on April 6, 1967.

The Union contends that according to the dispatch rules the line men are dispatched from 12 noon to 12 noon. Mr. Stedman was dispatched from Pasco at 10:30 a.m. and was eligible to go out again the same day at 1:20. The dispatcher had him set to leave when Mr. Lakeman said he could not go back out, that he needed rest. Mr. Stedman was dispatched from Pasco before noon so he had 9 hours rest.

The Company contends that they try to get their men back to home terminal as soon as possible so sometime they dispatch them out early. They feel that this one trip is a days work. They dispatch from 12 noon to 12 noon until the board is exhausted, and if the board is exhausted, they will then dispatch a man the second time. The dispatch rules are Portland dispatch rules and have nothing to do with dispatches from Pasco or Payette.

Case #874.

JSC Motion: That the Union's claim be denied.

Deadlocked Oregon JSC (no date given)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
8-7-3169 Nehalem Valley Freight Lines

O-T-R The Union contends that the run to St. Helens is a regular run
Dispute as it runs to St. Helens 5 days a week and two of those days the
run is extended to Vernonia. The same man is run to St. Helens
every day and the Union contends that this run is to be put up
for bid for the senior men as this is a regular run and all regular
runs are to be placed up for bid.

The Company contends that this is not a line drivers run. That
this is a pick-up and delivery route and sometimes the Company
uses Portland docked employees and sometimes others are used.
Pick-up and delivery routes are sometime bid and where it is the
past practice it shall be continued, but when not then they are
not necessarily put up for bid. The Company has the right to
use the same man on pick-up and delivery runs or any other man
if they wish. The Company contends that bid on pick-up and
delivery is not required.

Case #885.

JSC Motion: That the Union's position be upheld.

Deadlocked Oregon JSC June 5, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
8-7-3170 Pierce Freightlines

O-T-R Local 81 is in dispute with Pierce Freightlines, Division of
Dispute Valley Coperstate, over their violation of the agreed upon
dispatch and bid rules. Also Article 53, sub-section (e) of
the Western States Area, Over-The-Road Supplemental Agree-
ment.

This dispute involves drivers Cardwell and Sharp, who are the
regular Portland to Roseburg turn drivers. On numerous
occasions these drivers have been dispatched to Albany,
Corvallis, Lebanon and Eugene when Roseburg freight was
available and which was delivered by other Pierce equipment.

The Company contends that they are not in violation of the
dispatch rules.

Case #887.

JSC Motion: That the Employers position be sustained.

Deadlocked Oregon JSC June 5, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon
8-7-3171 Local 741, Seattle, Washington, and
Portland-Seattle Freightlines

O-T-R A dispute exists between Locals 81 and 741 and Portland-Seattle
Dispute Auto Freight regarding Item 12 of the Company's proposed dispatch
rules, which reads as follows:

(12) In the event of failure of freight to materialize in sufficient quantities to match the eight (8) Seattle bid positions with the equal number of Portland bids, then the determination of which bid position will operate, on such mismatched schedule shall be made on the basis of where that particular load has materialized. This rule will be subject in its application to the availability of equipment and/or drivers at either end.

Case Number - None given.

The parties hereto have agreed that because this subject matter involves two Joint Councils, that this matter is to be referred to the Joint Western Area Committee for ruling.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
8-7-3172 Sites Silver Wheel Freightlines, Inc.

O-T-R Local 81 contends that Sites cancelled the regular bid driver from
Dispute Portland to Pendleton and utilized the Enterprise run to drop one
box, the LaGrande run to drop one box; also the Baker run to
drop one box. The Company also did the same identical thing on
May 4, 1967. On May 5, 1967, they sent one box on the LaGrande
schedule and one box on the Ontario schedule. Again on May 8/67
they sent one box on the LaGrande schedule; also one box on the
Baker schedule. Then on May 23, 1967, they cancelled the
Portland to Pendleton bid driver and put one box behind the
LaGrande schedule, one box behind the Baker schedule and one
box behind the Ontario schedule.

The Company contends that all intermediate runs be cancelled
and run off the extra board.

Case #889.

JSC Motion: That the Union's position be sustained.

Deadlocked Oregon JSC June 5, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 85, San Francisco, California, and
8-7-3173 Airport Drayage

Joint Council #7 Union claims holiday and weekend OT rotated these two men,
Dispute were not called in correct rotation.
Union claims men be paid for May 30, 1967, at double time.
Employer claims oversight which they have always corrected
in the past.

Case #LD-3154 - and 3155.

Joint Council #7 Labor-Management Committee Motion: That
based on the contract, the claim of the Union be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
July 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 85, San Francisco, California, and
 8-7-3174 California Motor Transport

O-T-R Local 85 is claiming California Motor Transport is in violation
 Dispute of the agreement for closing a terminal and improperly discontinuing
 a run without going through the Change of Operations Committee.

Case #CB-2140.

JSC Motion: That based on the fact that the Company did not go
 through the Change of Operations Committee to eliminate the run
 the Union's position be upheld.

Deadlocked California Bay JSC May 16, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 85, San Francisco, California, and
 8-7-3175 Emery Air Freight

Joint Council #7 Dispute Union claims casual not allowed to work the 13 days necessary to gain seniority due to subterfuge when other casuals were worked.

Union claims pay for man whenever a junior man was worked.

Employer claims man did not work 13 days so is not a regular employee on seniority list.

Case #LD-3145.

Joint Council #7 Labor-Management Committee Motion: That the case be held in abeyance until referral slips can be checked from the San Francisco and San Mateo Hiring Halls.

Deadlocked Joint Council #7 Labor-Management Committee July 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 87, Bakersfield, California, and
8-7-3176 Carey Truck Lines

Oilfield Union claims Company in violation of local wage agreement by
Dispute using line drivers to make deliveries. On March 6, 1967, at
8:30 a.m. Truck #7 and Truck #532 going to E. Bakersfield had
two deliveries.

Company has a terminal in Bakersfield. Same problem as
before - using line and shortline to make deliveries in Bakersfield.
Working under Oilfield Contract. Company - 1750 and 1751 -
peddle line from Local 224. One shipment with split delivery.

Case #CV-37-1598.

JSC Motion: That the Company be instructed to cease and
desist by-passing the terminal and comply with the Local PUD
Contract.

Deadlocked California Valley JSC April 27, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

Case # Local 137, Marysville, California, and
8-7-3177 Peters Truck Lines

O-T-R Union claims runaround when Yreka driver pulled Redding
Dispute drivers's run to Oakland.

Union claims Redding based bid driver was runaround by
Yreka based driver. Redding driver is bid on 5 Oakland turns
per week.

Company claims there was not a tractor available for driver
with which to pull run; also extra driver was laid over with
unit.

Case #CV-57-1673.

JSC Motion: That the claim of the Union be allowed.

Deadlocked California Valley JSC May 24, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
8-7-3178 Consolidated Freightways

O-T-R Hilty and Táylor arrived in Los Angeles at 10:00 a.m. on
Dispute April 8, 1967. When they arrived in Los Angeles they asked
to be put on by-pass and the Company refused, telling them they
were going to have to go out that evening. The Company then
went on Lockout and they cancelled all the runs. When they
resumed operation they ran a tram around these men, resulting
in a thirty-three (33) hour runaround, which these men are
claiming.

Local 180 takes the position the Company first refused these men
a by-pass and then when these men claimed the time they told
them they had put them on by-pass, because the Company never
called them back and informed the men of this. They should be
paid at the applicable rate for thirty-three hours.

Case #SC-7-7-9665.

JSC Motion: That the claim of Hilty and Taylor be allowed.

Deadlocked Southern California JSC July 14, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
8-7-3179 Consolidated Freightways

O-T-R On April 12, 1967 the lockout was declared over and the Company
Dispute started normal operations. The Company did not call this bid
man for his run on his day. The Local Union therefore takes
the position that this man is entitled to all time spent at the hourly
rate until he was dispatched out.

Case #SC-6-7-9346.

JSC Motion: That the claim of Maas be allowed.

Deadlocked Southern California JSC June 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
8-7-3180 DC International, Inc.

O-T-R CASE #9666: Local 180 takes the position that Brunick and
Dispute Jones are entitled to seven (7) hours pay at \$3.50 per hour, a
total of \$24.50 for each man. This team was dispatched to
St. Louis but were stopped in Kansas City. The Company contends
because of an unauthorized strike in St. Louis. We do not question
the Company's right to turn the team in Kansas City but the seven
hours spent there without being relieved of duty while the Company
was making up their mind whether to turn them or send them on
(which they could have done as there was no problem pulling into
the St. Louis terminal) should be paid as terminal delay.

CASE #9667: Local 180 takes the position that Redman is
entitled to five hours pay at the regular rate of pay. Redman was
dispatched to St. Louis but due to a labor dispute in St. Louis,
this team was instructed to pull into Kansas City and they were
turned there after being held there for five (5) hours, and we feel
that the Floating layover point of the Central States Contract
should not apply in this case and therefore the men should be paid
terminal delay for this time.

Cases No. SC-7-7-9666 and 9667.

JSC Motion: That the men were properly paid under the
appropriate contract.

Deadlocked Southern California JSC July 13, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
8-7-3181 DC International

O-T-R Local 180 takes the position that between April 24, 1967 and
Dispute May 6, 1967, DC International, Inc. mis-dispatched approximately
sixty (60) loads of freight around Los Angeles based sleeper teams.

We contend that the Company knowingly mis-dispatched this
freight in violation of their normal methods and routes as operated
under their Change of Operations approved agreement. We request
that all the Los Angeles based men be compensated for all time
lost due to the violations and mis-dispatches stated above.

Case # SC-6-7-9356.

JSC Motion: That the claim of the Union be allowed.

Deadlocked Southern California JSC June 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
8-7-3182 DC International

O-T-R Local 180 takes the position that Howard McCurry is entitled to
Dispute mileage rate of pay from Los Angeles to St. Louis . McCurry
was not on the truck #662 which is his regular bid unit, at the time
it was left in St. Louis due to the lockout, but after the lockout
was over he was deadheaded to St. Louis to bring it back to
Los Angeles. Any decision regarding lockout should not have
bearing on this case, therefore, he is entitled to mileage plus
transportation minus the eight hours we understand he has been
paid. We contend he was incorrectly paid and are filing for the
difference in the amount paid.

Case #SC-6-7-9347.

JSC Motion: That the claim of Howard McCurry be allowed.

Deadlocked Southern California JSC June 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
8-7-3183 Illinois - California Express

O-T-R Local 180 takes the position that an unspecified number of
Dispute claims for delay and work time which were the result of a
change in dispatch procedures and equipment assignment -
these changes were made without consultation with/or
approval of the Local Union.

Case #SC-7-(6)-7-9359.

JSC Motion: Decision Dated: 6--6-67: That this case is
referred back to the parties for further discussion and this
committee retains jurisdiction. Motion Carried.
Decision Dated: 7-14-67: That the claim of the Union
be allowed.

Deadlocked Southern California JSC July 14, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
8-7-3184 L. A. Seattle Motor Express

O-T-R Local 180 takes the position that Los Angeles-Seattle Motor
Dispute Express owes Joe Parrish and McClure a Seattle trip on
February 21, 1967. They were given a dispatch time upon
arrival in Los Angeles and were later cancelled. The Company
sent two teams off of the extra board out at 4:00 a.m. and
5:00 a.m. This bid team was to depart at 5:30 a.m. This team
arrived at 9:00 p.m. They are entitled to the trip.

Case #SC-5-7-9203.

JSC Motion: That the claim of Joe Parrish and McClure
be allowed.

Deadlocked Southern California JSC April 25, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
8-7-3185 Los Angeles-Seattle Motor Express

O-T-R Dispute Local 180 takes the position that Los Angeles-Seattle Motor Express owes Joe Comeaux and George Johnson a Seattle trip on February 22, 1967. This team arrived in Los Angeles at 5:30 p.m. February 21, 1967, and were given a call time at that time which was 5:30 a.m. on the 22nd. Two teams off the extra board were sent out at 4:00 a.m. and 5:00 a.m. They are the ones that should have been cancelled instead of the regular bid teams. Therefore, they are entitled to the trip.

Case #SC-5-7-9204.

JSC Motion: That the claim of Joe Comeaux and George Johnson be allowed.

Deadlocked Southern California JSC April 25, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
8-7-3186 Navajo Freight Lines

O-T-R F. Herron had asked for a trip off, which was pulled by his partner
Dispute and an extra man (Conklin). When they arrived back in Los Angeles, the Company had set them up to turn back out, but they did not call Herron who should have been called as it was his position. The Company had set up an extra man to go back out with Hill. Hill had to be in court so had to take the trip off. The Company then called another extra man, therefore running two extra men around Herron. The Union takes the position that the Company ran two extra men around Herron and as he had only asked for a trip off should be compensated for 45 hours runaround at \$3.25 per hour, or a total of \$146.25.

Case #SC-6-7-9369.

JSC Motion: That the claim of F. Herron be allowed.

Deadlocked Southern California JSC June 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
8-7-3187 Pacific Intermountain Express

O-T-R
Dispute

CASE #9681: Local 180 takes the position that the team of Middleton and Buss were runaround some 159 hours in St. Louis, Missouri, and should be paid for this time at the applicable rate under the contract. This team was dispatched from Los Angeles to St. Louis, Missouri and instructed to call St. Louis terminal from Blue Springs, Missouri, which they did and were told there was a picket line around the terminal but were told to come on in. This they did and upon arrival discussed situation with the Picket Captain and were told they could not pull a load out but they could bobtail out anytime. They were put on standby and told a load was coming through from the east and the drivers on this load had orders to call from 100 miles out and they would then be instructed to drop their load in Greenville, Illinois. Upon receiving the call from the team - 100 miles out, Middleton and Buss were to be dispatched bobtailed to Greenville to pick up this load and return to Los Angeles. Instead of following this procedure, they, (the Company) turned another team also dispatched to St. Louis and which would have arrived in St. Louis several hours later than Middleton and Buss. This second team was not brought into the St. Louis terminal but were sent directly to Greenville leaving Middleton and Buss in St. Louis 163 hours. The Company paid 4 hours so this claim is for 159 hours.

CASE #9682: Local 180 takes the position that drivers Beckman and Curry - Sherwood and Richey - Hawkins and Danley are entitled to be paid under the impassable highway provision due to the wildcat St. Louis strike. There may be some reason or interpretation that would require this case to be filed under the layover provision.

Cases No. SC-7-7-9681 and 9682.

JSC Motion: That Middleton, Buss, Beckman, Curry, Sherwood, Richey, Hawkins and Danley be paid under the layover provision of the contract.

Deadlocked Southern California JSC July 13, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
8-7-3188 Pacific Intermountain Express

O-T-R Local 180 takes the position that Paul Zuver is entitled to six (6)
Dispute hours pay at \$3.25 per hour, a total of \$19.50. Zuver was on
layover in Oakland and his eight (8) hours statutory rest was up
at 3:30 p.m. on April 1, 1967. A sleeper team (Flowers and
Nehring) pulled a load out of Oakland at 4:23 p.m. April 1, 1967
and Zuver was not dispatched until 10:21 p.m. April 1, 1967.

Case #SC-6-7-9371.

JSC Motion: That the claim of Paul Zuver be allowed.

Deadlocked Southern California JSC June 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
8-7-3189 Pacific Intermountain Express

O-T-R Local 180 takes the position that LeCrone and McCoy are
Dispute entitled to 26 hours pay at \$3.25 per hour - a total of \$84.50
for each man. LeCrone and McCoy (a Los Angeles based sleeper
team) arrived in Chicago at 0616, 3/19/67 and were told by the
dispatcher on duty that there were no Los Angeles loads and that
they were off duty. There was a Los Angeles load ready and
available. A Chicago based team was dispatched with this load
at 0900, 3/19/67. LeCrone and McCoy were not dispatched until
1935, 3/20/67. They were there a period of 37-1/4 hours. We
take the position that due to the fact that load was available the
time LeCrone and McCoy are entitled to be paid for all time.
2-3/4 hours abuse of free time and 35-1/2 runaround. The
Company has already compensated this team for 11-1/4 hours
for each man, applying the layover provision of the Contract.
Therefore, this claim is for the 26 hours difference.

Case #SC-5-7-9209.

JSC Motion: That the claim of LeCrone and McCoy be allowed.

Deadlocked Southern California JSC April 25, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3190 Asbury Transportation

Master It is the contention of the Local Union that the Company is
Dispute farming out Local 208 work, in violation of Article 32 (b),
Paragraph 2, of the Freight Agreement.

Case #SC-7-7-9691.

JSC Motion: That this case be referred to the proper Union
Tribunal under Article 30 of the National Master Freight
Agreement.

Deadlocked Southern California JSC July 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 208, Los Angeles, California, and
8-7-3191 Delta Lines, Inc.

Master Local 208 protests Company's practice of subcontracting under
Dispute the guise of interlining.

Example: On December 22, 1966, it was noted that Company subcontracted freight through Anderson Transfer to various consignees in Los Angeles, City of Industry, Torrance, Long Beach, Orange County, the San Fernando Valley, Whittier, Anaheim, Montebello, Fullerton, Riverside, Corona, Pomona, San Bernardino and San Dimas.

The Union contends that the Company has rights and obligations to service these areas; that the Company should not lay regular employees off and service these areas with subcontractors in lieu of their own employees.

Since the Company terms this activity "INTERLINING" and the Union terms it "SUBCONTRACTING" interpretation based on the above cited example is requested.

Case #SC-6-(4)-7-9158.

JSC Motion: That this is interlining and therefore the claim of the Union is denied.

Deadlocked Southern California JSC June 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3192 Griley Security Freight Lines

Master It is the Union's contention (John Simpson) that the Company
Dispute is farming out freight to Marrow Trucking into areas that
Griley Security has always serviced. All pertinent facts will
be presented to the committee at the time of hearing this case.

Case #SC-6-7-9505.

JSC Motion: That this is interlining, therefore the claim of
the Union is denied.

Deadlocked Southern California JSC June 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3193 Los Angeles-Seattle Motor Express

Sub- Local 208 on behalf of James Rose, et al protests Company's
Contracting practice of interlining freight into areas where Company has
rights to operate at times when regular employees are laid off.

On February 23, 1967, Company interlined and/or sub-contracted freight to Anaheim Truck and Transfer destined to Garden Grove, Santa Ana, Costa Mesa, Newport Beach and Pomona, at which time ten drivers were on layoff.

Claim is for a day's pay for the senior man who might have been called in to run a delivery schedule to these points.

Case #SC-5-(4)-7-9114.

JSC Motion: That this case is deemed a question of sub-contracting under Article 32 of the National Master Freight Agreement and is therefore forwarded to the Joint Western Area Committee for proper action.

Deadlocked Southern California JSC April 28, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
 8-7-3194 O.N.C. Motor Freight System

Interpre- "The Local Union requests an interpretation of the last sentence
 tation in Article 5, Section 6 (b) (2) which states, "he shall exercise
 his Company seniority for layoff purposes and all other contract
 benefits." Does all other contract benefits mean bidding for
 vacation and premium day work?.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3195 Transcon Lines

Interpre- FOR AND ON BEHALF OF LOCAL 208: "We would like
tation an interpretation on the new vacation clause in the Contract.
Robert Lakin completed his ten years of service with the
Company November, 1966. His choice of vacation for the
year of 1967 was July. The Company takes the position that
having completed his ten years in 1966 and taking his vacation
July, 1967, does not entitle him to the three weeks under the
Agreement, until the following year.

We feel the Company's position is a mis-application of the
Contract and wish an interpretation made on this matter."

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3196 Willig Freight Lines

Master WHEREAS, the employer maintains a well-established and documented
Dispute practice of refusing to replace employee, local freight drivers,
within the bargaining unit due to the absence of such employees
Sub- for cause; and,

Contracting ? WHEREAS, said violation of the employer having decreased the
work force at this terminal, as well as deliberately depriving
qualified employees of available employment, as well as tending
to unjustly eliminate established runs and bidded positions;

THE LOCAL UNION FURTHER SUBMITS that such violations
of the employer constitute a flagrant and intentional subterfuge
for the sole intent and purpose of circumventing the casual clause
section of the Agreement as set forth herein.

NOW, THEREFORE, the Local Union requests that the employer be
so directed to maintain the complement of its work force by
replacing all absenteeism as such occur, and that the employer be
instructed to bid and fill all vacancies which have been created as the
result of this violation.

THE LOCAL UNION FURTHER REQUESTS an examination of the
Employer's pertinent records in respect to this claim.

Case #SC-6-7-9566.

JSC Motion: That this is not a subcontracting case.

Deadlocked Southern California JSC June 13, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
8-7-3197 Garrett Freightlines, Inc.

O-T-R A Salt Lake based sleeper team of Carpenter and Larson were
Dispute dispatched from Salt Lake City to their lay point at Emeryville where
they arrived at 15:15 on April 8, 1967. Upon their arrival, they
were first told that they would turn, but were then placed off duty
and did not get out for 4-3/4 hours. Their trailer and bills were
ready but the Company's regular hostler had failed to report for
work as scheduled due to his automobile breaking down and there
was no one to hook up the equipment. As soon as the hostler arrived,
he hooked up two division schedules which were due to depart ahead
of Carpenter and Larson and then proceeded to hook them up.

It is the Union's position that the entire time should be paid since
the load and bills were ready.

Case #991 (June 67-15)

JSC Motion: That the Union's claim be upheld.

Deadlocked Utah-Idaho JSC June 21, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
8-7-3198 Garrett Freightlines

O-T-R On May 14, 1967, several of the Company's Salt Lake based sleeper
Dispute teams enroute to Denver were delayed at Rock Springs, Wyoming
because of snow conditions making the highways impassable. The
drivers ~~indicatethey~~ contacted the Company and were told to secure
their equipment and go off duty and get a room which they did.
They were delayed at Rock Springs a total of 5 hours.

Sleeper driver Dennis Frazier paid for the lodging for several of
the drivers and now seeks reimbursement from the Company in
the amount of \$14.35.

It is the Union's position that the Company cannot relieve the men
from duty unless the Company furnishes a room, while it is the
Company's position that it is not obligated to pay for the room
until the men are delayed into their free time.

Case #990 (June 67-14)

JSC Motion: That based on past practices in this area, the claim
be denied.

Deadlocked Utah-Idaho JSC June 21, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
8-7-3199 Garrett Freight Lines

O-T-R Salt Lake sleeper team of Russell and Sudweeks arrives at their
Dispute lay point in Denver at 02:00 on 4-17-67. The Union contends that
although the load and bills were ready and they were told they would
turn within 30 minutes, they were put off duty. Thereafter, a
sleeper on flyer dispatch out of Los Angeles ran around them,
departing Denver at 05:15. The Union is claiming 11 hours abuse
of free time.

Case #969 (May 67-30).

JSC Motion: That the Union's claim be denied.

Deadlocked Utah-Idaho JSC May 18, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 222, Salt Lake City, Utah, and
8-7-3200 I.M.L. Freight, Inc.

O-T-R The Union claims 7-3/4 hours per man for a Salt Lake sleeper
Dispute team which was deadheaded by air to Chicago to pick up
equipment and loads when the industry went back to work at
the end of the suspension of operations in April of 1967.

Case #1032 (July 67-23).

JSC Motion: That the Union's claim be denied.

Deadlocked Utah-Idaho JSC July 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
8-7-3201 I. M. L. Freight, Inc.

O-T-R Dispute Lee Wensel is a Salt Lake line driver. On Saturday, March 25, 1967, he called the Company's dispatcher by long distance from Twin Falls, Idaho at 13:30 to find out when his truck would be ready to depart Salt Lake. The dispatcher advised him he was not sure, but he thought it might be around 16:30. Wensel was in Twin Falls in a private plane which he was flying, and stated that since he did not feel he could make it back to Salt Lake by 16:30, he asked for a trip off, which the Company granted.

Later he found that his truck did not leave until 20:30, which dispatch time he could have made by flying from Twin Falls. He claims a runaround of a full trip from Salt Lake City to Louisville, Kentucky and return.

Case #958 (May-67-19).

JSC Motion: That because he requested the trip off, the claim be denied.

Deadlocked Utah-Idaho JSC May 18, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
8-7-3202 I. M. L. Freight

O-T-R Salt Lake sleeper team Parham and Ames arrived at their lay
Dispute point at Oakland on January 3, 1967, on Tractor #3066. Salt Lake
sleeper tractor 3042 was already in Oakland on lay-over ahead of
3066. Thereafter, Salt Lake sleeper tractor 3074 arrived in
Oakland on second dispatch and departed at 20:30. Tractor 3042
did not get out until 21:15, tractor 3042 filed a runaround claim
for 45 minutes and the Company paid it. Tractor 3066 (Parham
and Ames) were dispatched at 02:30 the next morning and now
file a claim for 5-1/2 hours runaround for the time between the
departure of tractor 3042 and 3066.

Case #927 (Mar. 67-20).

JSC Motion: That the claim be denied.

Deadlocked Utah-Idaho JSC May 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
8-7-3203 I. M. L. Freight

O-T-R Dispute Edward R. Blevins is a Salt Lake based sleeper driver. He returned to Salt Lake City from a run on November 4, 1966 and requested a trip off. Since the wheel was moving rapidly, the dispatcher advised him that he could not authorize a trip off and when Blevins said he was tired and needed time off, the dispatcher said he would put him on the sick list. Under the Company's dispatch rules, when a man is placed on the one sick list, he must report in order to be put back on the active duty board. Blevins did not report in and when his truck returned and was next up, he was not called. He claims a runaround for this trip.

Case #926 (March 67-19)

JSC Motion: That the Union's claim be paid.

Deadlocked Utah-Idaho JSC May 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
8-7-3204 I.M.L. Freight, Inc.

O-T-R Grant L. Talmadge is a Salt Lake City line driver. He formerly
Dispute drove equipment which had been leased by I. M. L. beginning such
lease driving December 7, 1955. He was placed on the Company's
seniority list as a company employee May 13, 1957. His length of
vacation time is based on his lease date of 12/7/55 and his seniority
date for all other purposes is May 13, 1957. Mr. Talmadge now
claims that the date of 12/7/55 should be the date he is entitled to
use for bidding vacation schedules.

It is the Union's position that the 1955 date had formerly been used
for bidding vacations up until 1963, when the Company changed its
procedure and required him to use the later seniority date for bidding
such vacations.

Case #939 (April-11).

JSC Motion: That an employee's seniority date for work selection
shall also be used for purposes of selecting vacation periods.

Deadlocked Utah-Idaho May 18, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
8-7-3205 I.M.L. Freight, Inc.

O-T-R Cloyd G. Gines is a Salt Lake based sleeper driver. His bid tractor
Dispute went into the shop for repairs following its arrival in Salt Lake City
at 04:15 on January 25th. Two days later, Gines went to the terminal
about noon to inquire as to the status of his tractor and found that
it was still in the shop with considerable work to be done, with no
estimate available on completion time.

On January 28th, the tractor was returned to service and the Company
attempted to call Gines several times between 13:30 and 15:00, but
was not able to reach him. The second rest driver had been called
and given a departure time of 16:00. The tractor went out at 16:30
with an extra board man who was called at 15:00 when the Company
was unable to contact Gines.

It is the Union's position that Gines was at home available all day
on January 28, except for two hours between 13:00 and 15:00 and
that he should receive the runaround.

Case #937 (April 67-9)

JSC Motion: That the claim be paid.

Deadlocked Utah-Idaho JSC May 18, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
8-7-3206 I.M.L. Freight, Inc.

O-T-R Salt Lake sleeper team of Maxwell and Marrs were at their lay
Dispute point in Sacramento at the beginning of the suspension of operations
in April, 1967. The Union claims pay as abuse of free time for
all hours at the lay point (18-1/2 hours per man in this case),
contending (1) that the Company dispatched the team from Salt
Lake with prior knowledge of the impending suspension of
operations, and therefore should pay all time. (2) that loads
and bills were available and ready at the lay point and therefore
it is an abuse of free time.

Case #1008 (July 67-19).

JSC Motion: That the claims of the Union be denied.

Deadlocked Utah-Idaho JSC July 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah
8-7-3207 Local 483, Boise, Idaho
 Local 983, Pocatello, Idaho
 Local 976, Ogden, Utah, and

Master Intermountain Operators League
Dispute I. M. L. Freight, Inc.
 Pacific Intermountain Express

Under the terms of the "Memorandum of Understanding on Riders" as agreed to in the recent negotiations, Joint Council #67 has not been able to come to any agreement with the Employers involved with the following Riders:

- (1) Rider #327 (MS-77)
 Short Line Operations
- (2) Guide for classifying Dockmen, Loaders Helpers and Checkers

Local 222 in behalf of Joint Council #67 requests the JWAC to resolve these issues.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 222, Salt Lake City, Utah, and
8-7-3208 Pacific Intermountain Express

O-T-R Salt Lake sleeper team Burcher and Todd were dispatched to
Dispute Missoula, Montana, their lay point, and arrived at 08:20 on
February 3. They were dispatched at 18:15 with empty trailers
to Spokane.

It is the Union's position that the men were never properly
relieved from duty and that the entire time at the lay point should
be paid.

Case #935 (Apr. 67-7).

JSC Motion: That based on the facts that the claim be denied.

Deadlocked Utah-Idaho May 18, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 223, Portland, Oregon, and
8-7-3209 Pierce Freight Lines

Master Recognition of bargaining unit.
Dispute

The Union had complied with the provisions of the contract by having the bargaining cards cross checked by the office of the Oregon State Conciliation and Mediation Service and had been recognized by the Company.

Case Number - None given.

JSC Motion: That the Union's position be upheld.

Deadlocked Oregon JSC July 10, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
8-7-3210 Garrett Freightlines, Inc.

O-T-R Local 224 on behalf of John E. Christy claims 32-1/2 hours
Dispute misdispatch when an extra man was sent out on his regular
bid run. Claim record #202305, dated 4-24-67.
(Case #9635)

CASE #9636: Local 224 on behalf of John E. Christy claims
35 hours misdispatch when an extra man was sent out on his
regular bid run. Claim record #290262, dated 5-29-67.

Cases No. SC-7-7-9635 and 9636.

JSC Motion: That the claim of the Union be allowed.

Deadlocked Southern California JSC July 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 224, Los Angeles, California, and
8-7-3211 Lee Way Motor Freight, Inc.

O-T-R Local 224 on behalf of Alden Everett claims \$26.00 eight
Dispute hour minimum guarantee on 4-8-67.

Case #SC-6-7-9409

JSC Motion: That the claim of Alden Everett is denied.

Deadlocked Southern California JSC June 7, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
8-7-3212 Milne Truck Lines

O-T-R Local 224, on behalf of the members employed at Milne Truck
Dispute Lines, claims monies for cab fare at Las Vegas, Nevada.
Further information will be presented at the hearing.

Case #SC-6-7-9440.

JSC Motion: That the claim of the Union be upheld.

Deadlocked Southern California JSC June 8, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
8-7-3213 Milne Truck Lines, Inc.

O-T-R Local 224 on behalf of Forest J. Kennedy claims all money
Dispute lost on 2/18/67, due to a sleeper team being improperly
split in Las Vegas, Nevada. Further information will be
presented at the hearing.

Case #SC-6-7-9441.

JSC Motion: That the claim of Forest J. Kennedy be
allowed.

Deadlocked Southern California JSC June 8, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case #
8-7-3214

Local 224, Los Angeles, California, and
O.N.C. Motor Freight System

O-T-R
Dispute

Local 224 on behalf of the members employed by O. N. C.
requests the Joint State Committee to instruct the Company
to continue paying for time spent making I. C. C. equipment
checks as they have in the past.

Case #SC-6-7-9446.

JSC Motion: That the claim of the Union be denied.

Deadlocked Southern California JSC June 7, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
8-7-3215 O. N. C. Motor Freight System

Master CASE #9414: Local 224 claims money due John Flores.
Dispute Mr. Flores claimed partial unemployment benefits. The
Company made an inaccurate statement and caused him to
be denied benefits. We claim \$46.20 .

CASE #9415: Local 224 on behalf of Virgil Monasco claims
\$28.69 due as partial payment for unemployment benefits.
His claim was denied because the Company made inaccurate
statements on their report to the Department of Employment .

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 235, Orange, California, and
8-7-3216 Moisi & Son Trucking

O-T-R This involves Albert L. Torres. Claim is for wages, hours
Dispute and subsistence. Claim is for approximately \$1,576.06.

Case #SC-6-7-9321.

JSC Motion: That the claim of the Union be upheld.

Deadlocked Southern California JSC June 5, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 287, San Jose, California, and
8-7-3217 California Cannery & Growers

Joint On April 10, 1967 Articles 38 and 45 were violated by the
Council #7 Company. Eight hours pay for claimant being sought for
Dispute Homer Williams.

Case #LD-3 120.

Joint Council #7 Labor-Management Committee Motion: That
the claim of the Union be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
June 15, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 287, San Jose, California, and
 8-7-3218 California Cannery & Growers

Joint On April 17, 1967 Company violated Article 38, 39, and 45.
 Council #7 Eight hours pay being sought for Perez.
 Dispute

Case #LD-3119.

Joint Council #7 Labor-Management Committee Motion: That
 the Union's position be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
 June 15, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case #
8-7-3219

Local 287, San Jose, California, and
Dart Transportation

O-T-R
Dispute

Local 287 is protesting the use of line drivers dropping
freight at Gilroy, which is within the jurisdiction of
Teamsters Local 287.

Case #CB-2111.

JSC Motion: That the Union's position be upheld.

Deadlocked California Bay JSC June 20, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case #
 8-7-3220

Local 287, San Jose, California, and
 Navajo Freight Lines

Joint
 Council #7
 Dispute

Bumping on overtime. Man sent to consignees with load,
 unloads and instead of being left at consignees to unload
 additional trucks was relieved and returned to terminal.
 Request 2-1/4 hours at time and one-half start time.

Case # LD-2950.

Joint Council #7 Labor-Management Committee Motion: That
 the Union's position be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
 May 18, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 287, San Jose, California, and
8-7-3221 Navajo Freight Lines

Joint Sleeper team made a drop of 7,300 lbs. Union claims this
Council #7 is local work. Request one day's pay for next man on rotation
Dispute shift.

Case #LD-2951.

Joint Council #7 Labor-Management Committee Motion: That
the Union's position be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
May 18, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 315, Martinez, California, and
8-7-3222 Acme Transportation

O-T-R Money claim for Elmore. Union is claiming a day's pay for
Dispute Elmore. Company called in a non-Teamster to perform work
which is normally done by Teamsters.

Case #CB-2135.

JSC Motion: That the Union's claim be upheld.

Deadlocked California Bay JSC May 16, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 386, Modesto, California, and
8-7-3223 Delta Lines

O-T-R Union claims pay for W. Want, C. J. Bowling and H. Olive
Dispute when Company used line drivers to do local work.

Union claims line drivers are pulling loaded vans into the Company Modesto terminal dropping and bobtailing with tractor to warehouses in the Modesto area and picking up loaded vans for Oakland. Union claims this is local work and is asking pay for dates in filing.

Company claims this is a Full Load drop and pickup operation, and they have a right to do this work.

Case #CV-57-1647.

JSC Motion: That the claim of the Union be allowed.

Deadlocked California Valley JSC May 24, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 467, San Bernardino, California, and
8-7-3224 Paxton Trucking Company

Oilfield Teamsters Local 467 hereby files a grievance under Article 43,
Dispute Section 5, of the Over-The-Road Supplemental Agreement and
National Master Freight Agreement against Paxton Trucking
Company on behalf of Harold Creech and George T. Thixton
for the difference in regular H.D. pay and permit pay under
the Oilfield Agreement. The violation occurred May 5, 1967.

Case #SC--7-7-9576.

JSC Motion: That the claim of the Union be denied.

Deadlocked Southern California JSC July 10, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
 8-7-3225 Bigge Drayage Company

O-T-R Local 468 is claiming a runaround for Joe Stanek on March 17/67.
 Dispute Driver was sent home because of a shortage of work. Company sent the last five loads to Newport and Portland, Oregon via Piggyback.

Case #CB-2171.

JSC Motion: That the Union's position be upheld.

Deadlocked California Bay JSC June 20, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
8-7-3226 Bigge Drayage

O-T-R Runaround claims for Kiley, Keller, Bennett and Tinnell.
Dispute Union is claiming runarounds for loads that were piggybacked to Oregon.

Company had seven loads shipped to Oregon. They sent two loads by their own equipment and piggybacked the balance of the loads, and the above men did not work.

Cases No. CB-2136 - CB-2137 - CB-2138 - CB-2139.

JSC Motion: That the claims of the Union be upheld.

Deadlocked California Bay JSC May 16, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
8-7-3227 Exley Express

O-T-R Money claim for William Reynolds. Union is claiming eight
Dispute hours pay on April 8, 1967. A sleeper team from Portland
dropped a trailer in the Oakland yard, picked up a trailer at
Oakland, went to Santa Rosa, made a pickup then to Castroville-
Moss Landing-Salinas area for pickup, then to Lodi. Local
468 is claiming that the sleeper team was doing shortline work
which has been performed by 468 drivers.

Case #CB-2142.

JSC Motion: That the Union's claim be denied.

Deadlocked California Bay JSC June 20, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
8-7-3228 Garrett Freight Lines

Seniority Seniority rights for Al Carcopa. Local 468 is claiming that
Dispute the Company did not send termination notices under the contract,
and that they put on other men and did not call back Carcopa
in seniority position. Calling him back to pull trips behind
men that were hired after him.

Case #CB-2160.

JSC Motion: That Carcopa has seniority before Madson.

Deadlocked California Bay JSC June 20, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
8-7-3229 Shippers Express

O-T-R Money claim for Wright. Union claiming a runaround on
Dispute May 11, 1967. Company sent a San Jose driver to San Leandro
to pick up a load, and then was dispatched to Los Angeles.
Wright was cancelled out that evening due to lack of freight.
Claiming a Los Angeles runaround.

Case #CB-2161.

JSC Motion: That the Union's position be upheld.

Deadlocked California Bay JSC June 20, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 483, Boise, Idaho, and
8-7-3230 Consolidated Freightways, Inc.

O-T-R
Dispute Ralph Bowen is a Boise line driver with a bid run from Boise to Winnemucca, layover and return. The run normally operates Tuesday, Thursday and Saturday, with a usual dispatch time between 8:00 p.m. and midnight. On Saturday, March 11, 1967, Bowen returned to Boise at 03:45. His rest would have been up at 11:45. A sleeper team arrived at Boise at 08:30 and departed Boise at 10:00 with a straight load of canned goods destined for San Francisco. Bowen did not go on his regular bid run to Winnemucca on Saturday, but pulled a LeGrande turn on Sunday from the top of the extra board in accordance with dispatch procedures, when his bid run was cancelled.

It is the Union's position that he should be paid a runaround when he was cancelled and the sleeper pulled the canned goods.

Case #930 (Apr. 67-2)

JSC Motion: That the claim be denied.

Deadlocked Utah-Idaho JSC May 18, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 483, Boise, Idaho, and
8-7-3231 Garrett Freightlines, Inc.

O-T-R On or about May 3, 1967, a Portland extra board driver was
Dispute dispatched from Pasco where he had been on layover into Boise
where he took another layover and was then dispatched from
Boise direct back to Portland.

The Union claims a runaround for the top Boise extra board
driver.

Case #1002 (June 67-26)

JSC Motion: That the Union's case be denied.

Deadlocked Utah-Idaho JSC June 21, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 483, Boise, Idaho, and
8-7-3232 Pacific Intermountain Express

O-T-R On May 4, 1967 a Salt Lake based line driver delivered a load
Dispute of metal fence posts (in excess of 40,000 pounds, a solid load)
at a government installation at Burley, Idaho, unloaded the
posts at Burley and returned to Salt Lake City.

It is the Union's position that such deliveries at Burley
constitute local work from the Twin Falls area and claims a
day's pay for the senior man on layoff at Twin Falls.

Case #1000 (June 67-24)

JSC Motion: That because Burley is outside the local pickup
and delivery radius of Twin Falls, the claim be denied.

Deadlocked Utah-Idaho JSC June 21, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 495, Los Angeles, California, and
8-7-3233 T.I.M.E. Freight, Inc.

Auto- Local 495 in behalf of Alfonso Macias requests that he be
motive paid four (4) days at the applicable rate when persons
Dispute outside of bargaining unit performed Local 495 work.

Case #SC-7-7-9624.

JSC Motion: That the claim of Alfonso Macias be
allowed.

Deadlocked Southern California JSC July 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 542, San Diego, California, and
8-7-3234 Garrett Freightlines

O-T-R We believe Garrett Freightlines to be in violation of the mentioned
Dispute Articles and Section (Article 43, Section 5, Article 52 A & B,
Article 53, Section 3 (e), Article 32)

On April 6th and 7th, 1967, the Company put Leroy Larson on
layoff status and used a local pickup and delivery man to make
the line run to Los Angeles and return.

Also, on these days in question, the Company sub-contracted work
done by our bargaining unit to a Non-Union Company while
Larson was on layoff. On 12-5-66 this committee rendered a
decision in Case SC-12-6-8285 that this same man be allowed the
runaround, this is the same type of case.

Case #SC-5-7-9170.

JSC Motion: That this is a question of sub-contracting and is
therefore forwarded to the Joint Western Area Committee for
proper action. Motion Carried.

Southern California JSC date of action, April 24, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 551, Lewiston, Idaho, and
8-7-3235 Garrett Freight Lines

O-T-R Dispute Sleeper teams depriving Lewiston domicile drivers of work.
Union claims Lewiston-Butte trip pay for Leonard Johnson
sleeper trip of March 27, 1967.

Case #1709 (U).

JSC Motion: That based on the facts in this particular case,
the claim be denied.

Deadlocked Utah-Idaho JSC May 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 692, Long Beach, California, and
8-7-3236 Owl Truck & Construction

O-T-R The Union wishes to protest the seniority violation of Frank Porter.
Dispute Porter went to work for Owl Truck in 1952. He worked until January of 1956, quit and returned to work August of 1956. During this time Mr. Porter hauled many permit loads. On the first bid in 1967 he bid Truck #1389; approximately 40 days later he was informed the truck he had bid was going to San Francisco or the Bay Area on a special job and that he was not qualified to go. The truck was again put up for bid on March 24th. On April 8th Porter again bid Truck #1389. The first of the following week the truck was sent to the Bay Area with another driver on it. We are therefore asking that Porter be awarded his rightful bid position and the difference in any monies earned by the lesser seniority employee who took Porter's truck to the Bay Area. W

Case #SC-5-7-9176.

JSC Motion: That the claim of Frank Porter be upheld.

Deadlocked Southern California JSC April 24, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
 8-7-3237 Consolidated Freightways

O-T-R Local 741 requests work around pay for the most senior driver
 Dispute qualified for Heavy duty work when on June 2, 1967, at 0100
 an Oakland sleeper team, Anderson and Wisner, with tractor
 18/942 pulled trailer 91/8313, dolly 01500 and trailer 91/381
 from Seattle to Tacoma loaded with Seattle to Tacoma freight.

Local 741 asks a cease and desist on line operations being
 assigned local work.

Case #1750 (U).

JSC Motion: That the claim of the Union be denied.

Deadlocked Washington JSC June 22, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
8-7-3238 Pacific Intermountain Express

O-T-R Seattle based sleepers when on layover in Chicago are entitled
Dispute to be dispatched to points within the Western States, prior to
Chicago teams being dispatched to Western States points.
We feel this is in keeping with the general dispatch rules as
per Western States Over-The-Road Supplements.

Case #1736 (U).

JSC Motion: That the Union's position be upheld.

Deadlocked Washington JSC June 22, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
8-7-3239 Sea-Land Service,
Consolidated Freightways

Master The premium rate paid to casual employees becomes his
Dispute base rate and overtime should be paid on said base rate, at
the total "per hour" wage in any classification he may work in.

Case # 1734 (U).

JSC Motion: That the position of the Union be upheld.

Deadlocked Washington JSC June 22, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 775, Denver, Colorado, and
8-7-3240 Navajo Freight Lines, Inc.

Automotive Perl Peters protests the elimination of the bid working
Dispute foreman's job and requests it be reinstated.
Case #61.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC July 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
8-7-3241 Illinois - California Express

O-T-R Lee Conley states: I was unable to obtain my position on the
Dispute board when lockout occurred from Roger Dahlman. I claim
 similar pay to Billy McCord's claim. I slid the board on
 April 23rd and I claim runaround on the last man in town on
 April 23rd.

Case #36.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC June 7, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
8-7-3242 Illinois - California Express

O-T-R Dispute Ralph E. Godsey states: When I arrived in Denver, April 25, 1967, I was 18 times up on the extra board, behind Pierce and Kay, signed behind me. Kay was the first one in the lineup after the layoff, and I. C. X. was advised by Local 961 to put everyone back in their original position when called back after the lockout. I claim the same pay as Pierce and McCord and the rest on Claim #3434, Case #32 on June Agenda.

Case #35.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC June 7, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
8-7-3243 Illinois - California Express

O-T-R S. V. Pierce states: When I arrived in Denver April 25, 1967,
Dispute I was 17 times up on board. Kay signed in behind me May 8th,
3:00 p.m. to Albuquerque. The Company was advised by the
Local Union to put everyone back in their original turn on the
board, etc., and start working from where they stopped at the
time of the Chicago lockout. I claim the same pay as Bill McCord
on Claim #3434, Case #32 on June Agenda.

Case #34.

JSC Motion: None given.

Deadlocked Colorado - Wyoming JSC June 7, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
8-7-3244 Illinois - California Express

O-T-R Walter L. Horton states: When I arrived in Denver, April 25th,
Dispute I was 10 times up for a trip on the extra board. Jack Bynum was
signed in behind me on the board, and was dispatched to Pueblo,
Colorado on a turn on the 9th of May, 1967 and arrived in Denver
at 7:00 a.m. on the 9th of May. Jack Bynum was re-dispatched to
Albuquerque, New Mexico the 10th of May at 4:30 p.m. The Company
was advised by Local 961 to put everyone back to work in their
original turn on the board, etc. and start working from where they
stopped at the time of the Chicago lockout.

I claim the hourly rate for all time since I was by-passed.

Case #33:

JSC Motion: None given.

Deadlocked Colorado - Wyoming JSC June 7, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
8-7-3245 Illinois - California Express

O-T-R Billy B. McCord states: When I arrived in Denver April 25, 1967
Dispute I was #15 up for the trip on the extra board. Don Moss was signed
in behind me on the board on May 9, 1967 at 9:00 p.m. Don Moss
was dispatched to Los Angeles on a tractor for sleeper cab men.
The Company was advised by the Local Union to put everyone back
in their original turn on the board, etc. and start working from
where they stopped at the time of the Chicago lockout. I claim
the hourly rate for all time since I was by-passed. I understand
the Company did dispatch the east end drivers as directed by the
Union Local. The west end drivers were sent out in their turn,
all except the extra board and the Company did not send us out in
our turn on the rotating extra board.

Case #32.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC June 7, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
 8-7-3246 Navajo Freight Lines

O-T-R James E. Dodd states: I and Floyd Smith went as a sleeper team
 Dispute to Albuquerque. Upon arrival, the Company sent us to the motel
 to get rest so we could solo equipment back to Denver. We were
 paid the sleeper cab rate of pay of 12.1 cent per mile. Claim
 8 hours pay for time spent in motel.

Case #26.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC May 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 980, Santa Rosa, California, and
8-7-3247 Willig Freight Lines

Joint Council #7 Dispute Union claims that a short line driver is making pickups in Local 980's local pickup jurisdiction.
Union claims three hours overtime pay for local freight driver who normally makes this pickup.
Company claims this is a late pickup after closing of the terminal, and a short line driver drops and empties and picks up loaded van at shippers and proceeds to his destination which is San Francisco.

Case #LD-3147.

JSC Motion: That the Union's position be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
July 6, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 983, Pocatello, Idaho, and
8-7-3248 Garrett Freightlines, Inc.

Interpre- The Pocatello team of Young and Schall claim \$1.00 in lieu
tation of room on June 20, 1967 at their Denver lay point, where they
were put off duty, but did not elect to take eight hours and did
not use a room.

It is the Union's position that the \$1.00 in lieu of room
provision is still in effect and is payable automatically at
the lay point if the team is there over one hour.

Case #1017 (July 67-8).

JSC Motion: That this case be referred to the Joint Western
Area Committee for interpretation. Motion Carried.

(Note: By stipulation, the decision in this case also controls
Item 43, Case #1026 (July 67-17)

Utah-Idaho JSC date of action, July 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 983, Pocatello, Idaho, and
8-7-3249 Garrett Freightlines, Inc.

O-T-R Two Pocatello sleeper teams arrived at their lay point in Denver
Dispute at approximately 9:00 on July 13, 1967, were placed off duty and
were told to call the terminal at 15:00. Butikofer and Lau were
the second team. The first team failed to call the terminal
at 15:00 as directed, but did call at 16:00, were told that a load
was ready, and they reported to the terminal at 17:00, leaving
at 17:30. The second team (Butikofer and Lau) returned to
the Company terminal prior to 15:00, but were not dispatched
until 20:00.

The Union, on behalf of the second team, claims 6 hours abuse
of free time.

Case # 1014 (July 67-5).

JSC Motion: That the claim be paid.

Deadlocked Utah-Idaho JSC July 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
 5-7-3030 Quick Service Transfer

Discharge Local 208 protests issuance of termination notice to William Cooper dated 3/8/67 and requests that he be reinstated with his full seniority and compensated for all time lost.

Case #SC-4-7-9131.

JSC Motion: That the discharge of William Cooper be sustained.

Deadlocked Southern California JSC April 10, 1967.

May, 1967 JWAC Action: This case is Postponed with the understanding that there will be no accumulation of back money as of today (May 11, 1967)

NOTE: This case has been Withdrawn as per letter received in the Western Master Freight Division dated May 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 104, Phoenix, Arizona, and
8-7-3250 T.I.M.E. Freight, Inc.

Discharge Union protested discharge of Charles M. Holden under date of April 21, 1967 following accident on April 14th. Holden was discharged for recklessness.

The Company described the accident as follows:

When crossing the Southern Pacific tracks at 27th Avenue in Phoenix, driver Holden failed to look to the right and was struck by an oncoming train. The tractor, trailer and cargo loss was \$18,052. Mr. Holden was cited for "disregarding a traffic signal."

Case #471.

JSC Motion: That the Company action be sustained.

Deadlocked Arizona-New Mexico JSC June 5, 1967

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
8-7-3251 Transcon Lines

Discharges

Due to the fact that the situation which brought about the termination of several Local 180 members by Transcon happened in Oklahoma City and we had no knowledge of what transpired, also because we did not have sufficient time to ascertain the information pertinent to each individual without our filing being untimely, we submitted a blanket grievance covering all our members on which we had termination notices. Since that time three of the men have been returned to work based on the merits of their particular cases and we have more information at this time.

Each of the remaining cases are different in some respect one from the other, therefore, we request permission to file amended grievances on each man and have their cases heard separately. We feel that Walter S. Benjamin, Charles D. Morse and Miles Hamper were unjustly terminated and that the facts of their cases will confirm our contention therefore we request that they be reinstated with full seniority and other benefits and be compensated for all time lost.

Case #SC-7-7-9686.

JSC Motion: That the discharges of Benjamin, Hamper and Morse be heard on their merits.

Deadlocked Southern California JSC July 10, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3252 Santa Fe Trail Transportation

Discharges The Local Union protests the termination of John Pawelski and Bennie Martinez as being predicated upon intimidations, harrassment and design, together with being improper under the applications and procedures of the Freight Agreement now in effect.

Cases No. SC-6-7-9535 and 9536.

JSC Motion: That based on the submitted signed voluntary resignations, these cases are improperly before this committee.

Deadlocked Southern California JSC June 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 224, Los Angeles, California, and
8-7-3253 Chipman Truck Company

Discharge Union protests discharge of James G. Kennedy on May 26, 1967.

Company read letter of discharge of driver Kennedy, terminated for reporting late for work. Company stated driver has two warning notices in effect at this time for the same offense.

Union claims Company does not issue driver a reporting time at yard, but gives him a load time. The reason on this date for driver being late at loading point was that he had to move several other trucks in order to get the unit that he was to drive that day.

Case #T-67-774.

California-Arizona Joint State Tank Committee Motion: That the driver be reinstated with full seniority and full back pay.

Deadlocked California-Arizona Joint State Tank Committee
June 13, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 287, San Jose, California, and
 8-7-3254 Encinal Terminals

Discharge Union is protesting the discharge of Beard for recklessness
 resulting in a serious accident while on duty on March 2, 1967.

Case #CB-2100.

JSC Motion: That the discharge be sustained.

Deadlocked California Bay JSC May 16, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 315, Martinez, California, and
8-7-3255 Pacific Intermountain Express

Discharge Union protests the discharge of Leon Casey on April 22, 1967.

Union read driver's statement into the record. Driver stated he did not steal gasoline from the tanker. He was in the yard only to check to see if he was dispatched out the next day.

Company claims driver was discharged for taking gasoline from Company tanker in yard under Article #44 - dishonesty. Statement by W. C. Jadd was read into the record. Company stated the other driver with Casey at the time is no longer with the Company.

Case #T-57-748.

JSC Motion: That the driver be returned to work with full seniority and paid for all time lost.

Deadlocked California-Arizona Joint State Tank Committee
May 18, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 467, San Bernardino, California, and
8-7-3256 Griley Security Freight Lines

Discharge Local 467 hereby files a protest of termination under Article 44
of the National Master Freight and Pick-Up and Delivery Supple-
mental Agreement against Griley Security Freight Lines on behalf
of Local 467 and Clifford Gustin, Leo Bryon and William F. Crowley.

The Company is in violation of prior JWC decision.

Case #SC-6-7-9323.

JSC Motion: That the decision in JWAC Case #11-6-2717
shall apply.

Deadlocked Southern California JSC June 5, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 542, San Diego, California, and
8-7-3257 Thomas Marrow Trucking Company

Discharge We believe Marrow Trucking Company to be in violation of the
aforementioned Article (44 of the Western States Area Office
Employees Supplemental Agreement) in regard to the discharge
of Clorinda Di Manno, as there is no warning notice on file.

Case #SC-6-7-9332.

JSC Motion: That Clorinda Di Manno did not voluntarily quit
her job, therefore, the termination is improper and she shall
be returned to work on her next regular shift with full seniority
and compensated for all time lost.

Deadlocked Southern California JSC June 5, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 692, Long Beach, California, and
8-7-3258 Harbor Truck Lines

Discharge Local 692 takes the position that John L. Johnson was unjustly dismissed. We ask he be returned to work with full seniority and compensation for all time lost.

Case #SC-6-7-9338.

JSC Motion: That the discharge of John L. Johnson be reduced to a suspension and that Mr. Johnson be returned to work on August 14, 1967 with full seniority.

Deadlocked Southern California JSC June 5, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 983, Pocatello, Idaho, and
8-7-3259 Consolidated Freightways

Discharge Glen A. Smith is a Pocatello based line driver with a seniority date of September 11, 1953. He was discharged by the Company on June 9, 1967 as a result of an incident occurring the evening of June 8, 1967 at his layover point at Butte, Montana. When he reported to the terminal that evening at approximately 20:15, two of the dock employees noted that he was obviously intoxicated and unable to drive and reported his condition to the dock foreman. He was told to go back to his room and go to bed, which he did. The terminal Manager instructed that Smith's bills and drivers orders be locked up and contacted a safety supervisor who was out of town, to come to Butte to make an investigation. Thereafter, at approximately 23:45, Smith, without authorization, orders or bills, came to the terminal, signed himself out and departed with his equipment without reporting to anyone. One of the trailers had a radioactive load and was placarded as hazardous, but Smith had not obtained the driver's orders or bills giving special instructions. When the Company learned that he had taken the load, the terminal manager and safety supervisor left after him in an attempt to intercept him, but were unable to locate him.

The Union, while basically conceding the facts of the June 8th incident as presented by the Company, contends that he drove the rig from Butte to Pocatello without incident; that the discharge is too severe a penalty and asks that Mr. Smith be reinstated. The Union points out that as of Monday, June 19, Mr. Smith had not received his final pay as required by the contract.

Case #1009 (June 67-33).

JSC Motion: That Glen Smith be reinstated as of July 1, 1967 with no loss of seniority.

Deadlocked Utah-Idaho JSC June 21, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
8-7-3260 Western Gillette

Discharge Local 180 protests the termination of John T. Blackwell by Western Gillette, Inc. on June 8, 1967, because of a serious accident. We feel that the facts pertinent to this situation will uphold our position and contention that this termination is not justified and therefore ask that Blackwell be reinstated with no loss of seniority or other benefits and be compensated for all time lost.

Case #SC-7-7-9689.

JSC Motion: That John Blackwell be returned to work with full seniority and compensated for all time lost.

Deadlocked Southern California JSC July 14, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 495, Los Angeles, California, and
8-7-3261 T.I.M.E. Freight, Inc.

Discharge Local 495 in behalf of Alfonso Macias protests his discharge
and requests that he be reinstated and paid for all time lost.

Case #SC-7-7-9625.

JSC Motion: That Alfonso Macias be returned to work with
full seniority and compensated for all time lost.

Deadlocked Southern California JSC July 12, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3262 Garrett Freightlines, Inc.

Discharge Local 208 on behalf of Anthony W. Jiron protests issuance
of termination notice dated 6/23/67 contending that same is
unfair and unjust.

We ask that he be returned to work with his full seniority
and compensated for all time lost.

Case #SC-7-7-9743.

JSC Motion: That Anthony Jiron voluntarily quit his position
with Garrett Freightlines.

Deadlocked Southern California, JSC July 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3263 Delta Lines, Inc.

Discharge It is the contention of the Local Union that the discharge of
Walter Smith is unwarranted and unjust. We ask that he be
returned to work with full seniority and compensated for
all time lost.

Case #SC-7-7-9703.

JSC Motion: That based on the facts presented in this case,
Walter Smith be returned to work with full seniority and
compensated for all time lost.

Deadlocked Southern California JSC July 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3264 Consolidated Copperstate

Discharge Local 208 on behalf of Robert A. Hernandez protests discharge of June 5, 1967, contending that the grounds are fabrication of fact, baseless, an affront to Hernandez' integrity and a travesty of justice.

Request is that Hernandez be returned to work with all seniority **rights** and privileges and that he be compensated for all time lost.

Case #SC-7-7-9701.

JSC Motion: That Robert Hernandez be returned to work with full seniority and no compensation for time lost.

Deadlocked Southern California JSC July 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3265 Griley Security Freight Lines

Discharge It is the contention of the Local Union that the discharge of Donald Smith is unfair and unjust, therefore, we request that he be returned to work with full seniority and compensated for each day lost from date of June 5, 1967 to final decision being rendered by the committee . Total this claim to date is \$891.60.

Case #SC-7-7-9709.

JSC Motion: That Donald W. Smith be returned to work with full seniority and compensated for all time lost.

Deadlocked Southern California JSC July 17, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 692, Long Beach, California, and
8-7-3266 Rainbow Trucking Company

Discharge We hereby protest the discharge of Frank G. Woods and
ask that he be put back to work with full seniority and
back pay.

Case #SC-7-7-9583.

JSC Motion: That the discharge of Frank Woods be sustained.

Deadlocked Southern California JSC July 10, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 692, Long Beach, California, and
8-7-3267 Griley Security Freight Lines

Discharges Local 692 wishes to protest the terminations of David Lawrence Plant, Frank Nooner and Bill Thornberry, alleged to be voluntary quits on June 7, 1967. We feel these men did not quit their jobs but signed statements under duress. We ask that all men be returned to work with full seniority and compensated for all time lost.

Case #SC-7-7-9580.

JSC Motion: That due to the circumstances under which these voluntary quit notices were signed, that the people did not in fact voluntarily quit their position, this was used as a subterfuge and they shall be returned to work with full seniority and compensated for all time lost.

Deadlocked Southern California JSC July 10, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3268 B-B-D Transportation Company

Warning Letter It is the position of the Local Union that the Warning Notice issued to Barry Nicoll is unjust. We ask that it be removed from his records.

Case #SC-5-7-9243.

JSC Motion: That the warning notice issued to Barry Nicoll be withdrawn.

Deadlocked Southern California JSC April 27, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3269 Consolidated Copperstate Lines

Warning Local 208 protests issuance of warning notice to Lawrence
Letter Reickenbacker dated 5/3/67 for failure to report a vehicular
accident, and requests that same be removed from his personnel
files.

Case #SC-67-9492.

JSC Motion: That the warning notice issued to Lawrence
Reickenbacker be sustained.

Deadlocked Southern California JSC June 9, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
8-7-3270 Union Pacific Motor Freight System

Warning Local 208 protests issuance of warning notice to Arthur
Letter Blanchfield dated January 30, 1967 and requests that same be
removed from his records.

Case #SC-5-(4)-7-9148.

JSC Motion: That the warning notice issued to Arthur
F. Blanchfield be withdrawn.

Deadlocked Southern California JSC May 1, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 287, San Jose, California, and
8-7-3271 Garden City Transportation

Warning Letter Warning on Mendoza. Union is protesting a letter sent to Mendoza for stopping for coffee before making his first delivery. Company maintains that this is a Company rule.

Case #CB-2148.

JSC Motion: That the warning letter be taken off Mendoza's record.

Deadlocked California Bay JSC May 16, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
8-7-3272 T.I.M.E. Freight Lines

Warning Letters Local 357 protests the issuance of warning letters to employees listed below , on the grounds that these warning letters were given to them on an unjust and unfair cause and that their eight hours were cut unjustly to 7:67 hours total on May 25, 1967, due to the fact that there was a little misunderstanding between men about what was to be done about working Local 208 drivers on overtime with two Local 357 men laid off. We had a little meeting to find out what the situation was and what was supposed to be done. After we found out, we went back to work. These warning letters were issued to us stating a work stoppage, and we do not reel that was a just reason so we are asking that they be rescinded because they are detrimental to our jobs, and our welfare and interests and is only one of the ways the Company is using to weed us out of our jobs, so we are appealing under the Article 44 N. F. A. appeal from warning letters.

We ask that these letters be removed from our records.

George Johnson	Ellis	J. Vest
Arthur Aguirre	Irvin J. Peterson	Joseph Eisman
Lúcio A. Palacio	Eugene Kyser	Edward C. Macho
Rodolfo Campos	P. E. Otter	Johnnie Mendoza
W. K. Gould	Wayne Cordier	Albert Castillo
Roy M. Peck	David Stoney	Larry R. Parsley
Billy Perry	Dennis Olson	Wm. B. Carroll
Harry Rodriguez	Fred Manley	Daryl W. Hennick

Case #SC-7-7-9610.

JSC Motion: That the warning notices be sustained.

Deadlocked Southern California JSC July 11, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
8-7-3273 United-Buckingham Freight Lines

Warning Letter Company has deliberately forced overtime on these employees so they could lay them off the following week.

Case #1703 (U).
JSC Motion: That the warning notices as to all four men be sustained.
Deadlocked Washington JSC May 17, 1967.

George Johnson	John J. Peterson	John J. Peterson
Arthur Aguirre	James Kiser	James Kiser
Lucio A. Palacios	P. B. Oster	P. B. Oster
Hoberto Campos	Wayne Corbier	Wayne Corbier
W. K. Gould	David Stony	David Stony
Ray M. Lock	James Olson	James Olson
Bill Perry	Fred Manley	Fred Manley
Harry Rodriguez		

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
8-7-3274 The Ringsby System

Warning Letter Walter T. Killing states: I am protesting warning letter for
preventable accident February 24, 1967.

Case #30.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC May 17, 1967.

ADDENDA

To The

AUGUST, 1967 JOINT WESTERN AREA COMMITTEE

PROPOSED AGENDA

CHANGE OF OPERATIONS:

Case #		Garrett Freightlines	
8-3-903	(#1)	Local: 690	Post Marked July 21/67
Case #		Consolidated Freightways	
11-6-2612	(#2)	Locals: 483 - 741 - 900	Post Marked Aug. 2/67
Case #		Calif. Motor Express	
	(#3)	Local: 137	Post Marked July 29/67
Case #			
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COMMITTEE FOR LOCAL OPERATIONS:

Case #		Local: 45	
	(#4)	Consolidated Freightways	Post Marked July 24/67
Case #		Local: 45	
	(#5)	Garrett Freightlines	Post Marked July 24/67
Case #		Local: 45	
	(#6)	United-Buckingham	Post Marked July 27/67
Case #		Local: 45	
	(#7)	United-Buckingham	Post Marked July 27/67
Case #		Local: 45	
	(#8)	United-Buckingham	Post Marked July 27/67
Case #		Local: 190	
	(#9)	Consolidated Freightways	Post Marked July 24/67
Case #		Local: 533	
	(#10)	McLeod Trucking	Post Marked Aug. 7/67
Case #		Local: 741	
	(#11)	Consolidated Freightways	Post Marked July 21/67
	(#12)	LEAVES OF ABSENCE	

AUGUST, 1967

-ADDENDA-

MAIN COMMITTEE:

Case #	(#13)	Local: 741	Clarification - #2-7-2909
2-7-2909		LASME	Post Marked July 21/67
Case #	(#14)	Local: 2	O-T-R Dispute
		Consolidated	Post Marked July 27/67
Case #	(#15)	Local: 2	O-T-R Dispute
		Garrett Freight	Post Marked July 24/67
Case #	(#16)	Local: 53	O-T-R Dispute
		N. P. Transport	Post Marked July 27/67
Case # <i>General Leave - referred to nego. Cmte</i>	(#17)	Local: 70	Jt. C. #7 Dispute
		Consolidated	Post Marked Aug. 4/Heard 3rd
Case # <i>General Leave nego. Cmte</i>	(#18)	Local: 70	Jt. C. #7 Dispute
		Consolidated	Post Marked Aug. 4/67
Case #	(#19)	Local: 70	Interpretation -
<i>?</i>		Encinal Terminals	Post Marked July 24/67
Case #	(#20)	Local: 70	Jt. C. #7 Dispute
<i>S wd 8-7-3284</i>		Paxton Truck Lines	Post Marked July 24/67
Case #	(#21)	Local: 70	Sub-Contracting
<i>S wd 8-7-3285</i>		Paxton Truck Lines	Post Marked July 27/67
Case # <i>General Leave - nego. Cmte</i>	(#22)	Local: 70	Jt. C. #7 Dispute
		Ringsby	Post Marked Aug. 4/67
Case #	(#23)	Local: 70	Jt. C. #7 Dispute
<i>8-7-3286</i>		Sterling Transit	Post Marked August 4/67
Case #	(#24)	Local: 70	Sub-Contracting
<i>S & wd 8-7-3287</i>		Transcon	Post Marked July 27/67
Case #	(#25)	Local: 70	Jt. C. #7 Dispute
<i>8-7-3288</i>		Transcon	Post Marked July 24/67
Case #	(#26)	Local: 85	Interpretation
		C.M.E.	Post Marked July 28/67
Case #	(#27)	Local: 287	Cement Dispute
		Universal Transport	Post Marked Aug. 7/67
Case #	(#28)	Local: 315	Master Dispute
		Safeway Stores	Post Marked July 25/67
Case #	(#29)	Local: 468	O-T-R Dispute
		Delta Lines	Post Marked July 25/67
Case #	(#30)	Local: 468	O-T-R Dispute
		P. I. E.	Post Marked July 25/67
Case #	(#31)	Local: 533	O-T-R Dispute
		Wells Cargo	Post Marked Aug. 7/67
Case #	(#32)	Local: 741	O-T-R Dispute
		Consolidated	Post Marked July 21/67
<i>LD 3206 (8/3)</i>		<i>70</i>	<i>General Leave</i>
<i>LD 3207</i>		<i>Ringsby</i>	<i>Referred to Nego. Cmte</i>

AUGUST, 1967

-ADDENDA-

MAIN COMMITTEE

Case #	(#33)	Local: 741	O-T-R Dispute
		Lynden Transfer	Post Marked July 21/67
Case #	(#34)	Local: 980	Jt. C. #7 Dispute
		Willig Freight	Post Marked Aug. 2/67
Case #	(#35)	Local: 85	Discharge -
		C. M. E.	Post Marked July 25/67
Case #	(#36)	Local: 741	Warning Letter
		Garrett Freight	Post Marked July 21/67

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AUGUST, 1967

FOR ADDITIONAL CASES:

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Joint Western Area Committee

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Garrett Freightlines, Inc.
8-3-903

Change of Operations Local involved: 690, Spokane, Washington

Clarification
Protesting the Pocatello sleeper operation into the Spokane area. In August of 1963 - Change of Operations Case #8-3-903, Garrett Freightlines was granted permission to run a sleeper operation from Salt Lake City, Utah and Seattle, Washington and Salt Lake City and Spokane, Washington, and Pocatello, Idaho - Seattle and Spokane.

We find now that they have extended the Pocatello sleeper to Los Angeles and the Bay Area; whereby they are arriving in Spokane and dropped solid loads out of these two points, and in the interchange of boxes, they pick a solid load which is dropped in Missoula, Montana, a distance of 202 miles.

Therefore, we are also requesting monies for the men who remain home due to this operation which is a Spokane-Missoula division pay.

At no time during the request for this sleeper operation did they mention Montana drops, nor at any time have we had a letter for the extension of this said sleeper into California.

This sleeper in the past has always returned to Pocatello, their home base, via Walla Walla, Washington, therefore, we claim it is a violation of their award handed down to them by the Change of Operations Committee in 1963.

Case #1685 (U).

JSC Motion: That this case be referred to the Change of Operations Committee of the JWAC for clarification of Case #8-3-903, August 15, 1963. Motion Carried.

Washington JSC date of action, July 19, 1967.

Post Marked July 21st - Received July 24, 1967.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Consolidated Freightways
 11-6-2612

Change of Operations Locals involved: 483, Boise, Idaho
 741, Seattle, Washington
 900, Pendleton, Oregon

Clarification PROPOSED OPERATION:

- (1) The Company requests the right to eliminate the assigned division runs between Seattle and La Grande.
- (2) Eliminate the assigned turnaround run between La Grande and Boise.
- (3) Freight normally moved on this operation will be routed through our Portland terminal for handling with any overflow being moved by other existing operations.

November, 1966 JWAC Action: Postponed.

February, 1967 JWAC Action: Postponed.

May, 1967 JWAC Action: M/m/s/and DEADLOCKED that this committee approve the operational change as requested and clarified on the record; the affected drivers at Seattle and La Grande to be offered employment at Portland under the provisions of Article 5, Section 6 (b) (2) and applicable seniority rules; to be effective no sooner than June 15, 1967.

The Multi-Conference Grievance Committee on June 27, 1967, approved the captioned Change of Operations with the clarification that if layoffs occurred at Seattle, Washington, as a result of this Change of Operations, the employees so laid off will have the right to transfer to Portland, Oregon pursuant to the provisions of Article 5, Section 6 (b) (2) of the National Master Freight Agreement.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # California Motor Express, Ltd.

Change of Operations Local involved: 137, Marysville, California
California Motor Express finds it necessary to cease its domicile operation in Redding. This sub terminal contains two men handling local pickup and delivery work under direction from our main northern operation - Chico.

In an effort to form better control in all facets of our operation it is our intention to do away with the Redding domicile and handle the freight moving in and out of that area via Chico based drivers. The two men presently in Redding will be given the opportunity to come to Chico if they so desire if work is available there as outlined in Article 5, Section 6 (b) (2) of the National Master Agreement, July 1964 to March 31, 1967.

If possible we would like to consummate this change to be effective May 15, 1967. However, if the two men now in Redding would decide to come to Chico if work opportunity were available and school problems arose, the time could be set back to the end of the school semester.

AGREED-TO-CHANGE.

Post Marked July 28 - Received July 31, 1967

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 45, Great Falls, Montana, and
Consolidated Freightways

P & D Union stated that on April 26, a Great Falls driver and Company
Dispute Safety Supervisor went to Lincoln, Montana to transfer freight
from a wrecked van to one which was brought in from Great
Falls. The Union contends that men were hired at Lincoln,
Montana and the Company should have taken men from the
Great Falls terminal. Therefore the Company owes three
men 8 hours each.

Case #M-702.

JSC Motion: That in Case #M-702 the three 20% who were
not working be paid for the time that was worked in reloading
the freight from the wrecked trailer - one straight time shift.

Deadlocked Montana JSC June 16, 1967.

Post Marked July 24 - Received July 27, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 45, Great Falls, Montana, and
Garrett Freightlines, Inc.

P & D Terminal Manager worked a bid man ahead of employee Miller.
Dispute The junior man was brought in at 4:00 a.m. when he was bid
on an 8:00 a.m. shift.

Union stated that the regular bid man for the 4:00 a.m. shift
resigned and the Local Union had informed the Terminal
Manager to rebid that shift. The employer did not choose
to do this and in turn had a younger man work that shift.
The time slips by employee is for 4 hours each day that the
younger man worked.

Case #M-694.

JSC Motion: That Miller be paid 4 hours each working day
from April 17, 1967 to May 1, 1967 at the time and one-half
rate.

Deadlocked Montana JSC June 16, 1967.

Post Marked July 24 - Received July 27, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 45, Great Falls, Montana, and
 United-Buckingham Freight Lines

P & D Union contends that the Company should pay the claim of 2-3/4
 Dispute hours to employee Lattin who was afforded the opportunity to
 work overtime and a junior man worked in his place. Further,
 it is the Union's contention that the foreman should be available
 at the end of the shift to inform the men that there is overtime
 work.

Employer stated the incident happened on Friday, June 30.
 All employees were asked to work overtime and when they were
 informed of the overtime work Lattin was on delivery and was
 not at the terminal. When Lattin returned he went into the
 office, turned in his bills, punched out and did not check with
 the foreman.

Case #M-724.

JSC Motion: That in Case M-724 employee Lattin be paid 2-3/4
 hours at the overtime rate.

Deadlocked Montana JSC July 21, 1967.

Post Marked July 27 - Received July 31, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 45, Great Falls, Montana, and
 United-Buckingham Freight Lines

P & D Union stated that employer used to have teamster employees
 Dispute splitting freight bills. Van Swearingen is a 20% employee
 and has submitted a time slip for the following at time and
 a half. May 1, 3, 10, 11, 12, 15, 16, 17, 18, 19, 20, 22, 24, 25 and
 26, for a total of 38 hours for a total of \$202.16 plus straight
 time rate of May 2, 4, 5, 8, 9, and 22 for a total of 44-1/2 hours
 for a total of \$157.97. Union contends this comes under the
 past practice, further that other employees have testified and
 that the splitting of bills has previously been done by teamsters.

Case #M-730.

JSC Motion: That in Case M-730 the claim of the Union
 be paid.

Deadlocked Montana JSC July 21, 1967.

Post Marked July 27 - Received July 31, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

Case # Local 45, Great Falls, Montana, and
United-Buckingham Freight Lines

P & D Dock work being done by the Foreman who is not under the
Dispute bargaining agreement.

Union's position that the Company owes employee Earl Lattin two hours pay at time and one-half the regular hourly rate for the following days - June 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 26, 27, 28 and 29, for a total of 38 hours for the total sum of \$202.16.

Case #M-734.

JSC Motion: That in Case M-734 based on the facts presented, the claim be paid.

Deadlocked Montana JSC July 21, 1967.

Post Marked July 27 - Received July 31, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 190, Billings, Montana, and Consolidated Freightways

P & D Local 190 requests three days pay at the straight time rate
 Dispute and one day at time and one-half for Leonard Diefel.

Union stated that Leonard Diefel had a bid shift of Monday through Friday. He was called on April 12, and was notified that he was a 20% employee due to the fact that Gil Allen went on vacation. Consequently, Diefel did not work April 12, 13, 26, or 29th, and his claim is for the above days. It was the position of the Union that a man on vacation does not change the 80-20 board and that case is a violation of seniority rights. Employee Diefel was the bottom man on the 80% list.

Case #M-704.

JSC Motion: That in Case M-704 Leonard Diefel be paid 8 hours straight time for the days of April 12, 13, and 26th, for violation of the 80% formula.

Deadlocked Montana JSC June 16, 1967.

Post Marked July 24 - Received July 27, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 533, Sparks, Nevada, and
 McLeod Trucking

P & D Union claims pay for Floyd Ashcraft who works out of Carson
 Dispute City, for all dates he has to report to Reno. Company has
 never requested a Change of Operation to move local pickup
 and delivery from Carson City to Reno.

Case #CV-77-1711.

JSC Motion: That based on the facts presented, the Union's
 claim be upheld.

Deadlocked California Valley JSC July 26, 1967.

Post Marked August 7th - Received August 8, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
 Consolidated Freightways, Inc.

P & D Local 741 claims that Consolidated did not pay the proper
 Dispute scale to Max W. Wilson when he replaced Mike Scoville while
 Mike was on vacation from June 26th through June 30, 1967.

Local 741 claims that Max Wilson should have been paid the
 casual dock workers scale.

Case #1760 (U).

JSC Motion: That the position of the Union be upheld.

Deadlocked Washington JSC July 20, 1967.

Post Marked July 21 - Received July 24, 1967.

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE

* * * * *

Case #

8-7-3147

L-570

GERALD W. RUSSELL, member of Local 208, Los Angeles, California. Employee of Lee Way Motor Freight, Inc. Request is for a period of sixty (60) days, effective August 1, 1967, for the purpose of accepting Foreman's Trainee position.

L-571

DALBERT E. MILLER, member of Local 208, Los Angeles, California. Employee of Interlines-Blankenship Motor Express. Request is for a period of ninety (90) days, effective July 15, 1967, for the purpose of Dispatcher at this terminal.

L-572

EUGENE JENKINS, member of Local 741, Seattle, Washington. Employee of United-Buckingham Freight Lines. Request is for a period of fourteen (14) days, effective August 7, 1967, for the purpose of Foreman, replacing Bill Gordon while on vacation.

NOTE: Previous leave in 1963 - #5-3-800 (L-120)

L-573

RAY SNEESBY, member of Local 741, Seattle, Washington. Employee of United-Buckingham Freight Lines. Request is for a period of twenty-seven (27) days, effective August 7, 1967, for the purpose of Dispatch heavy duty - replacing Harley Hilton who will be on vacation.

L-574

WILLIAM A. SILVA, member of Local 381, Santa Maria, California. Employee of California Motor Express, Ltd. Request is for a period of ninety (90) days, effective July 17, 1967, for the purpose of performing duties not covered by collective bargaining agreement in effect.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
2-7-2909 Los Angeles-Seattle Motor Express (Interstate Division)

Clarification Local 741 protests the application that L. A. S. M. E. (Interstate Division) has applied to JWC Case #2-7-2909 decision. It is the position of Local 741 that as long as LASME and Interstate maintain two separate terminals that all men working on the 5:00 a.m. or earlier shifts are entitled to take 1/2 hour lunch on Company time.

We request pay at the overtime rate for men on those shifts who have not been allowed 1/2 hour lunch on Company time.

Case #1764 (U).

JSC Motion: That this case be sent to the JWAC for clarification. Motion Carried.

Washington JSC date of action July 20, 1967.

Post Marked July 21 - Received July 24, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 2, Butte, Montana, and
 Consolidated Freightways

O-T-R Emil Chelini has 15 years of service and Union requests
 Dispute an additional week of vacation pay as per contract.

Union stated that under a new contract employees with 15 years are eligible for 4 weeks vacation. Employee Chelini started on March 19, 1952 and should receive four weeks vacation.

Employer stated that on March 19, 1967, Chelini completed 15 years and that the vacation was earned under the old contract and is payable under terms of the old contract. Employer contends that previous cases have been handled in the same manner. Employer position is that the benefits and payments that go to the employee are those earned under the contract in effect at the time they are earned.

Case #M-714.

JSC Motion: That in Case M-714 the position of the Union be denied.

Deadlocked Montana JSC July 21, 1967.

Post Marked July 27 - Received July 31, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 2, Butte, Montana, and
 Garrett Freightlines

O-T-R Spokane driver dispatched Spokane, Butte, then to Dillon,
 Dispute took rest, and then dispatched Dillon, Butte, Spokane.
 Local 2 requests compensation for senior qualified pick-up
 and delivery driver who should have pulled this shortline trip.

Union requests that the senior qualified pick-up and delivery
 driver in Butte be paid as the inhaul in this case was a
 shortline trip. It was the Union's position that shortline
 trips are usually pulled by P & D men. Union's contention
 that no change of operations had been granted allowing a
 Spokane-Dillon run.

Case #M-690.

JSC Motion: That in Case M-690 the senior qualified pick-up
 and delivery driver in Butte be paid for 4 hours at the shortline
 rate of pay.

Deadlocked Montana JSC June 16, 1967.

Post Marked July 24th - Received July 27, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 53, Bozeman, Montana, and
 N. P. Transport

O-T-R On May 14, 1967, Yellowstone Park Company hauled passengers
 Dispute and newspapers between Livingston, Montana and Mammoth,
 Wyoming. We are asking for 8 hours pay for R. E. Little as
 this is a Livingston-Mammoth passenger run operated by
 N.P. Transport and R. E. Little was not called for the run.

Employer produced for committee examination, the bid
 sheet and time schedules on the Livingston-Gadiner-Mammoth
 run. This run is performed by N.P. Transport on a 6 day
 basis and not on Sunday. N. P. Transport informed Yellowstone
 Park Company that the passengers they had in Livingston on
 May 14 would have to wait until Monday, May 15 since they did
 not publish a schedule for Sunday operations. The Yellowstone
 Park Company then sent their own bus to pick up the passengers
 and their employees in Livingston. It was the employer's
 position that they have no obligation to make a run on a day
 that was not included in their published and approved schedule.

Case # M-716.

JSC Motion: That in Case M-716, R. E. Little be paid
 8 hours at the applicable rate.

Deadlocked Montana JSC July 21, 1967.

Post Marked July 27th - Received July 31, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
 Consolidated Freightways

Joint Council #7 Dispute Claim for funeral leave. Union claims man should receive
 two days funeral leave, and requests pay for two days.
 Company claims funeral took place during vacation. Not
 payable under wording of contract.

Case # LD-3199.

Joint Council #7 Labor-Management Committee Motion: That
 the claim of the Union be denied.

Deadlocked Joint Council #7 Labor-Management Committee
 August 3, 1967.

Received August 4, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Cases Local 70, Oakland, California, and
 Consolidated Freightways

Joint Employee attended funeral of his father - was not paid funeral
Council #7 leave.
Dispute

Employee entitled to minimum of two days off with pay to
attend funeral of father. Union requests two days pay.

Company claims two days not due under the contract.

Casse #LD-3200.

Joint Council #7 Labor-Management Committee Motion: That
the Union's claim be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
August 3, 1967.

Received August 4, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
Encinal Terminals

Interpre- A death occurred on Thursday, July 13, 1967. The man
tation took the 14th of July off (Friday) to make arrangements for
the funeral and then took Monday, July 17th off for the day
of the funeral.

Union is requesting two days pay. Company agrees to
pay only one day's pay, which is for the 17th.

Post Marked July 24 - Received July 25, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
 Paxton Truck Lines

Joint Council #7 Two Los Angeles Line Drivers (224) performed unloading
 Dispute work of highway signs with no local men on stand-by. Line
 drivers were called out at 11:30 p.m., June 19, 1967 and
 worked until the next morning.

Union requests 8 hours overtime pay for two local men.

Case #LD-3163.

Joint Council #7 Labor-Management Committee Motion:
 That this case be referred to the Bay Area Committee.

Deadlocked Joint Council #7 Labor-Management Committee
 July 20, 1967.

Post Marked July 24th - Received July 25, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
 Paxton Truck Lines

Sub-Contract- Paxton Truck Lines dispatched a sub-hauler to General Cable to
 ing make a pick-up at 7:00 p.m. on the evening of January 28, 1967.
 Regular men were available and should have performed this
 work. The Company however, had sent the regular men
 home and utilized the sub-hauler.

Union requesting overtime pay for the top seniority driver
 available for work from 4:30 p.m. until job completed.

Case # LD-2814.

Joint Council #7 Labor-Management Committee Motion: That
 this case be referred to the Joint Western Area Committee.

Joint Council #7 Labor-Management Committee date of
 action - February 16, 1967.

Post Marked July 27th - Received July 28, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

Case # Local 70, Oakland, California, and
Ringsby

Joint Union claims for funeral leave.
Council #7
Dispute Union claims that employee was off for Monday and Tuesday
for funeral leave. Claim is for the two days.

Case # LD-3206 and LD-3207.

Joint Council #7 Labor-Management Committee Motion: That
the claim be allowed.

Deadlocked Joint Council #7 Labor-Management Committee
August 3, 1967.

Received August 4, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
Sterling Transit

Joint Council #7 Dispute Company requires new applicants to take aptitude and physical exams at CTA Drivers Testing Center. Union claims this is not necessary.

Union wants practice discontinued.

Employer contends that nothing in the contract precludes the Employer from establishing pre-employment examinations.

Case #LD-3202.

Joint Council #7 Labor-Management Committee Motion: That the Union's position be upheld.

Deadlocked Joint Council #7 Labor-Management Committee August 3, 1967.

Received August 4, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
Transcon Freight Lines

Sub- Transcon diverted deliveries they normally make to other
Contracting carriers, principally Tesi Drayage, on Thursday, January
26, 1967. At this time, Transcon had twenty-one (21) men
on lay-off. Because these deliveries were made within
Transcon's normal delivery area by another carrier when
Transcon had men on lay-off, we request a day's pay for
the seniority men laid off.

Case # LD-2810.

Joint Council #7 Labor-Management Committee Motion: That
this case be referred to the JWAC.

Joint Council #7 Labor-Management Committee date
of action - February 16, 1967.

Post Marked July 27th - Received July 28, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
 Transcon Freight Lines

Joint Council #7 Dispute Two employees were in near vicinity of explosion of "Cherry Bomb" on the dock. They **complained** to supervisor of aching ears. Were sent to medic, returned to dock with okay to work. Employer clocked them off and paid them for the full 8 hour shift. There was overtime worked at the end of the shift by employees who were junior to the men involved.

Union claims 11-1/2 hours overtime be paid to the two men involved as that is the amount of overtime worked by junior men this date.

Case # LD-3 162.

Joint Council #7 Labor-Management Committee Motion: That based on the facts presented in this case, the claim of the Union be upheld.

Deadlocked Joint Council #7 Labor-Management Committee July 20, 1967.

Post Marked July 24th - Received July 25, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 85, San Francisco, California, and
 California Motor Express

Joint Interpretation of Article 39. Man was on layoff, was sent
 Council #7 wire to return to work and failed to report to duty within
 the 72 hour limit so was considered off of the seniority list.

Interpre- Union's position is that the man be left on job with no
 tation loss of pay or seniority.

Case #LD-3157.

Joint Council #7 Labor-Management Committee Motion: That
 the case is an interpretive matter under Article 39, Section 2
 and 4, and is therefore referred to the JWAC. Motion Carried.

Joint Council #7 Labor-Management Committee date of
 action - July 13, 1967.

Post Marked July 28th - Received July 31, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 287, San Jose, California, and
 Universal Transport

Cement Union claims pay for driver Hackett when Company put him
 Dispute on layover when dispatched on a turnaround run. Claims
 \$74.05 due driver.

Company claims they dispatched properly under contract.
 They put driver on layover and paid him line rate of pay.
 Company paid the \$4.75 for layover. Driver did not have
 hours to return to home terminal.

Case #C-77-22.

JSC Motion: That the claim of the Union be allowed.

Deadlocked California Valley JSC July 26, 1967.

Post Marked August 7th - Received August 8, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

Case #	Local 315, Martinez, California, and Safeway Stores
Master Dispute	Change of Operations case. Company is protesting this case being heard before this committee.
	Case #CB-2192.
	JSC Motion: That this case is improper before this committee.
	Deadlocked California Bay JSC July 18, 1967.
	Post Marked July 25th - Received July 26, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
 Delta Lines

O-T-R Claiming pay for 3-3/4 hours for Torbet. Union is claiming
 Dispute that loads were available when the man's rest was up. Company
 held loads and then 3-3/4 hours later sent same loads out.

Case #CB-2167.

JSC Motion: That the Union's position be upheld.

Deadlocked California Bay JSC July 18, 1967.

Post Marked July 25th - Received July 26, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and
 Pacific Intermountain Express

O-T-R Money claim for Less and Franklin and other drivers.
 Dispute Union is claiming time for drivers for time spent during
 strike at St. Louis.

Case #CB-2157.

JSC Motion: That the Union's position be denied.

Deadlocked California Bay JSC July 18, 1967.

Post Marked July 25th - Received July 26, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 533, Sparks, Nevada, and
 Wells Cargo

O-T-R Union claims Company put out a letter discontinuing hill agreement
 Dispute and claims this is a violation. Union claims hill agreement is
 supplemental to the OTR Agreement and Company cannot withdraw
 Power of Attorney and discontinue unilaterally.

Company claims they withdrew their Power of Attorney with
 C.T.A. in December, 1966, and they are not under hill agreement.

Case #CV-77-1710.

JSC Motion: That this case is improper before this committee.

Deadlocked California Valley JSC July 26, 1967.

Post Marked August 7th - Received August 8, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and Consolidated Freightways, Inc.

O-T-R Local 741 requests runaround pay from Consolidated
 Dispute Freightways for Clinton Stone and G. L. Peterson, line drivers, when they did not work on June 12, 1967.

Three L. A. sleeper teams on that day moved freight from Seattle to Yakima, Seattle to Kennewick and Seattle to Moses Lake.

Local 741 also asks a cease and desist on this type of operation.

Case # 1758 (U).

JSC Motion: Union's position be upheld.

Deadlocked Washington JSC July 20, 1967.

Post Marked July 21 - Received July 24, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
 Lynden Transfer, Inc.

O-T-R Locals 231 and 741 are protesting the mileage rate being
 Dispute paid by Lynden Transfer, Inc. on their Lynden to Prince
 Rupert run.

This grievance is filed by mutual agreement of the parties
 involved.

Case #1766 (U).

JSC Motion: That the proper rate is being paid.

Deadlocked Washington JSC July 20, 1967.

Post Marked July 21 - Received July 24, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 980, Santa Rosa, California, and
 Willig Freight Lines

Joint Council #7 Dispute Union claims that trailer loaded at Morgan Wood in Cloverdale should be brought back to the terminal in Santa Rosa by a local pick-up and delivery man, and the short line out of Fort Bragg would pick up at terminal and take on to San Francisco.

Union wants a day's pay for each violation.

Employer has always used short line driver out of Fort Bragg at night when the terminal in Santa Rosa is closed to drop an empty at Morgan Wood, pick up the loaded trailer and take on to San Francisco for delivery without stopping at Santa Rosa terminal.

Cases Number LD-2913 - 2914 - 2915.

Joint Council #7 Labor-Management Committee Motion: That the Union's position be upheld.

Deadlocked Joint Council #7 Labor-Management Committee May 4, 1967.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 85, San Francisco, California, and
 California Motor Express

Discharge Discharge of Brunnells.
 Union is protesting the discharge of Brunnells for
 reckless driving.

Case #CB-2191.

JSC Motion: That the man be returned to work with all
 back pay.

Deadlocked California Bay JSC July 18, 1967.

Post Marked July 25, 1967 - Received July 26th.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 741, Seattle, Washington, and
Garrett Freightlines, Inc.

Warning Teamster Local 741 protests the sixty-seven (67) warning
Letters letters written on April 26, 1967 by Garrett Freightlines,
received in Local 741's office on April 27, 1967, by
registered mail.

Case #1696 (U).

JSC Motion: (1) Committee to hear 67 warning notices as
one case with the provision that anyone with a valid excuse
for not being present may request their case to be heard at
the August session of the JSC. Motion Carried.
(2) Case be heard on its merits. Motion Deadlocked.

Washington JSC date of action - July 19, 1967.

Post Marked July 21 - Received July 24, 1967.